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PRIVATE RESIDENTS AT THE
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NEWS OF THE FAR EAST
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**HONGKONG WEEKLY
PRESS.**
with which is incorporated the
CHINA OVERLAND TRADE REPORT.
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Hongkong Daily Press.

ESTABLISHED 1857

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No. 15,448. 號八十四百四千五萬一第 日三十月九年三十三緒光 HONGKONG, SATURDAY, OCTOBER 19TH, 1907. 六拜禮 號九十月十年七零百九千一英港香 PRICE, \$3 PER MONTH.

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CHEAP HARMLESS, EFFECTIVE
Per Pint Tin 50 cents
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Hongkong, 3rd October, 1907. a1046

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CALIBRE 7.65 mm.
With CHAMBER for 8 CARTRIDGES
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Developing and Printing Undertaken.
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ART CURIOS STORE**
will be RE-OPENED on the 7th inst. at
No. 13, QUEEN'S ROAD (under
Connaught Hotel) and
A CLEARANCE SALE
At greatly REDUCED PRICES will be
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Inspection Cordially invited.
Hongkong, 3rd October, 1907. 1806

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1.45 p.m. to 2.15 p.m. Every 15 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.
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6.45 p.m. to 9.00 p.m., 9.45 to 11.15 p.m.,
every 15 minutes.
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Extra Cars at 11.30 p.m. and 11.45 p.m.
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9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 Noon. Every 30 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.00 p.m. Every 15 minutes.
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SPECIAL CARS by arrangement at the Com-
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Road Central.
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Hongkong, 9th May, 1907. 677

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in all Colours and Shapes, Comprising Specimens from the TA-MING, KANG HI, YUNG
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RARE JADES, CRYSTALS, AMETHYSTS, AGATES, BRONZES,
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Will be offered by the Undersigned at PUBLIC AUCTION,
ON THURSDAY AND FRIDAY,
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At the same time a UNIQUE SELECTION of FINELY CARVED IVORY RIES
by well known Artists will also be offered for Sale.
On View from MONDAY, the 21st October, 1907.
Catalogues will be issued.
TERMS:—As usual.
GEO. P. LAMBERT,
Auctioneer 1676
Hongkong, 18th October, 1907.

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GENTLEMEN'S TAILORS AND OUTFITTERS.
SUMMER SALE FOR 10 DAYS ONLY
TO MAKE ROOM FOR WINTER STOCK.
EVERYTHING REQUISITE FOR GENTLEMEN'S WEAR
Hongkong, 17th October, 1907. 1670

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2 Volumes, with Diagrams and
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A NEW STOCK OF CHEAP NOVELS
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THE ATUM EGYPTIAN CIGARETTES;
A Choice Smoke.
VENUS DRAWING PENCILS;
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CRICKET BATS from \$6.00 each.
BALLS " 90 cents each.
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EXTRA DRY (Gout American).
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**SALES IN THE UNITED STATES EXCEED THE TOTAL OF ALL OTHER
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**SERVED IN ALL CLUBS AND FIRST-CLASS HOTELS, AND OBTAINABLE
AT ALL WINE MERCHANTS IN THE COLONY, AND FROM
SHEWAN, TOMES & CO., SOLE AGENTS.**
Hongkong, 1st June, 1907. a1017

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TEN YEARS OLD.
\$13 PER DOZEN.
"WHITE HORSE" WHISKY
BOTTLED IN SCOTLAND
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a107

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**UNDERTAKE to Supply a First-class Full Sized BILLIARD TABLE, design
No. 1, to following Specification, viz.: On Eight Massive Turned Legs, raised panels to
Carved Bracket Knees, Screwed Mouldings, double bolted, best Welsh Slate Bed, extra heavy
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12 Selected Ash Cues.
1 Butt Rest with Patent Brass Head.
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1 Billiard Marking Board.
1 Dust Cover for Table.
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1 Best Billiard Brush.
1 Set "Crystalate" or "Benzoline" Bill. Balls.
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1 Cue Tip Fastener with File.
1 Bottle Cue Cement.
1 Box Silk Spots.
2 Dozen Best White Chalk.
Packed and delivered free on Board Hongkong or Shanghai Harbour for the sum of
Rs. 1,400 nett.
Illustrated price lists giving prices and particulars of everything pertaining to billiard
can be had on application from the Offices of this paper.
Hongkong, 1st April, 1904. [697-1]

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'HORSEHEAD' BRAND.
\$ 8.00 PER CASK... 4 DOZEN QUAR'S.
20.00 " " " 8 " P.N.TS.
24.00 " " " 12 " SPLITS.
LESS 10% OWING TO HIGH RATE OF EXCHANGE.
TELEPHONE No. 75.
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Hongkong, 15th October, 1907. 15, Queen's Road Central.

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"SEAL" RED PRINTING INK
IS ABSOLUTELY THE BRIGHTEST RED ON THE MARKET.
SAMPLE GRATIS
SHACKELL EDWARDS & CO., LTD.
PRINTING INK MAKERS.
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a1144-27 **HODWELL & CO., LD.,**
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Dining accommodation for 300 Persons
Well Furnished Reception Rooms
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Electric Lighting and Fans
Telephones on every Floor.
Every Comfort
Ladies' Afternoon Tea Rooms
Ladies' Cloak Rooms
Matron in attendance
CHARGES MODERATE, AND NO EXTRAS.
a42 **A. F. DAVIES, Manager.**

KING EDWARD HOTEL.
A HIGH CLASS PRIVATE HOTEL.
Ladies' Afternoon Tea Rooms.
Private Bar and Billiard Rooms.
Hot and Cold Water throughout.
Electrically Lighted Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
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APPROACH FROM KENNEDY ROAD AND
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Telephone No. 184.
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ELECTRIC LIGHT, Hot and Cold Water
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Proprietress, Mrs. G. SACHSE.
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THE GRAND HOTEL,
DIVISION STREET, KOBE.
FIRST-CLASS CUISINE.
COMFORTABLE & AIRY BEDROOMS
Situated in close proximity to the Harbour
and Railway Station.
BEST WINES AND LIQUORS SUPPLIED.
Special arrangements for a long stay.
F. DOMBALLE
M. MAILLE } Proprietaires.
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"BOA VISTA,"
(HOTEL-SANITARIUM OF SOUTH
CHINA).
MACAO.

HAS been re-opened under European
management and most strict supervision
as to food, cleanliness and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of
a few days' rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.
Macao is 40 miles south-west of Hongkong.
Two steamers (S.S. Sui An and Sui Tai) daily to
and from Hongkong, and two steamers to and
from Canton, give easy communication with both
these centres.
Cable Address—"BOAVISTA."
For Terms, apply
a217 **THE MANAGER.**

VICTORIA HOTEL.
SHAMKUN-CANTON.
FIRST CLASS EUROPEAN HOTEL
On the British Concession,
Electrically Lighted.
Every Modern Comfort and Convenience at
Reasonable Rates.
Under the Personal Superintendence of
H. HAYNES, late Manager Hongkong Hotel
MACAO HOTEL.
TELEGRAMS—FARMER, MACAO,
MACAO, CHINA.
In the Centre of the Praya Grande.
CAPT. T. AUSTIN, Manager.
Both Hotels Electrically Lighted and under
experienced European Management.
Every Comfort and Convenience for Residents
and Tourists.
a1431 **WM. FARMER, Proprietor.**

WANTED.
A Properly Qualified ACCOUNTANT,
speaking and writing French, can pro-
bably secure a permanent position in Indo-China
with responsible Mercantile House.
Apply by letter in own handwriting to
"A.B.C."
Care of "Daily Press" Office.
Hongkong, 17th October, 1907. 1671

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"TABLOID" BRAND PRODUCTS.

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KEPLER'S MALT EXTRACT.

KEPLER'S SOLUTION OF COD LIVER

OIL IN MALT EXTRACT.

BEEF AND IRON WINE (B.W. & Co.)

"DARTING" LANOLINE PREPARA-

TIONS.

HAZELINE, "HAZELINE CREAM

HAZELINE SNOW," &c., &c., &c.

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The Fine Products of Burroughs Well-
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cians all over the World.

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CHEMISTS AND DRUGGISTS,

THE HONGKONG DISPENSARY

ALEXANDRA BUILDINGS,

Hongkong, 14th October, 1907.

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ONLY communications relating to the news columns
should be addressed to THE EDITOR.Correspondents must forward their names and ad-
dresses with communications addressed to the
Editor, not for publication but as evidence of good
faith.All letters for publication should be written on
one side of the paper only.No anonymously signed communications that have
already appeared in other papers will be inserted.Orders for extra copies of DAILY PRESS should be
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Telegraphic Address: PARSIS.

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P. O. Box, 24. Telephone No. 12.

BIRTHS.

On October 8th, at Chong, the wife of W. A.

HARLOW WHELAN, 1 M. C., of a daughter.

On October 11th, at Shanghai, the wife of W.

H. CLAYTON, of a son.

On October 11th, at San Francisco, the wife of

JESSE MOORE, Shanghai, of a daughter.

On October 12th, the wife of A. S. F. WHITE

COOPER, Shanghai, of a son (who died next day).

On October 13th, the wife of P. B. PETERSON,

of a daughter.

On October 13th, at Shanghai, the wife of H.

A. GRAY, of a son.

MARRIAGE.

On October 14th, at Shanghai, the wife of Mr.

ALFRED HAYNES, youngest son of the late Sir Thomas Haynes,

K.C.B., of La Motta, Valtellina, Italy, to

ALEXANDRA BEATRICE KATHLEEN, youngest

daughter of the late Sir Frank Souter, K.C.B.,

C.I.E., J.P., Commissioner of Police, Bombay, etc.

DEATHS.

At Canton, ALFRED HAYNES, infant son of Mr.

and Mrs. H. Haynes, aged 14 months, deeply

regretted.

On October 12th, at Shanghai, LILLIE J.

DREW, late Sub-Editor of the China Gazette.

HONGKONG OFFICE: 10A, DES VOGES ROAD.

LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 19TH, 1907.

THAT President ROOSEVELT should desire

the United States Fleet to pay a visit round

Cape Horn to the Pacific Ocean; and that

a great many people should not wish it to

go, is perhaps understandable from some

things which have lately appeared without

any reference to Japan. As a fact it seems

that the fleet, though composed of a large

number of the finest ships in the world, is

neither in men nor material in a fit state to

undertake the voyage, and the "Little

American," for England has not a mono-

poly of that political class, are quite con-

tent that it should remain so; and are not in

consequence unwilling that its shortcomings

should be corrected, as corrected they were bound to be once Uncle Sam got to know that something was really out of joint in his Fleet, which he has been led to believe is the finest for its size in the world, and on which he has not spared to expend enormous sums of money. That the voyage of the fleet could be in any measure a threat to Japan was an absurdity that could not recommend itself to the sober thoughts of any sensible man, that Japan could in any way be brought to look upon it as such was only a dream of mischief makers. The fact is that President ROOSEVELT found that he could not otherwise give the nation an inkling of the general unpreparedness of the country to undertake any important war, otherwise than by such an object lesson, which the meanness of comprehension could understand, of the unreadiness of the boasted fleet to undertake an unwelcome cruise. Like all patriotic Americans, President ROOSEVELT has had disagreeable reminders that the other world Powers do not attach as much weight to the opinions of the United States as her status amongst the nations should seem to call for. As an old commander himself, he knows how far short of the ideal are both Army and Fleet, and as a last act before retiring from office he desires to awaken the interest of the country as to its practical weakness, without at the same time pressing on it a policy of bluster. That certain people have not failed to take advantage of the position with the object of involving the States with one or more of her neighbours is now from day to day becoming more evident. For what other object than that of making the States seem ridiculous in the eyes of the world could such a canard be set afloat as that of the EMPEROR OF GERMANY having offered his fleet to protect the Coast facing the Atlantic, while the fleet was round the corner of Cape Horn? The taunt was understood by the PRESIDENT, though seemingly it has failed to reach the understandings of the feeble press of New York. Now we certainly would not look on with complacency at any indignity offered to the United States. Here at least we have a common feeling. Lately we have had to witness more than once or twice at the indignities which a feeble and incapable Government is bringing down upon our heads from all quarters; and we certainly feel none the better pleased to find that our friends, through very similar shortcomings on their sides, should find themselves exposed to similar gibes. Now at the present moment England, France and the United States are posing very much as the advocates of peace, but they one and all have been forgetting that there is only one way in which peace can be secured, and that is by keeping themselves in readiness to enforce it, if necessary. We do not mean to say that there are not men in each at the moment who see the grim folly of the situation, and sigh for their country, and its fatuous idea that talking of peace is the only thing necessary to secure it. Unfortunately the bulk of the population in all three have allowed themselves to fall into a somewhat condition, and are too lazy or too indifferent to the lessons of the past, to read the book set open before their eyes.

If history be of any value it is to teach us that the nation that has once lost its self-regard is already half-way on the road to ruin. Little nations such as were the United Netherlands in the time of PHILIP III., can keep at bay even the strongest, if they only have confidence in themselves; the most powerful, if it once permit its foundations to be sapped by the burrowing rate of faction and disorder, cannot survive the first flood. This latter is unfortunately the present position of all three. Under the foolish pretext of respect for liberty, all three have permitted the rate of discontent to undermine the resources of the state, and for the moment they lie practically at the mercy of the first Power that makes a strong attack on their independence. In Europe we see evidence of weakness in the continual references to what Germany will think of our own alliances. When a man or a nation begins to consult the neighbours as to whom he or it shall invite to his board, the onlooking world begins to look on him or it as afflicted by the gods; yet this is very much the position occupied by the three Powers, who within the last quarter of a century had the greatest influence in the shaping of events. The issue of the last Convention at the Hague goes far to show how little of that influence now remains. On the contrary our naively pampered ministers, with a still more feeble and foolish majority in the House of Commons, are doing their best to draw on ourselves the contempt of the whole of the Continental Powers by the silly habit of preaching to others what they are unable to

enforce on themselves. Yet in the face of all this, as though the world were only waiting the nod of one or other before undertaking any business, France, England, and the United States are wilfully permitting their armies and navies to dwindle in comparison with the other Powers, and seem bent to make an exhibition of their own inaptitude to resist any insult, however gross. Both England and France have had to bear their more than fair share of snubs during the last two years. There are signs that the United States are quickening for the same treatment. Now it is no new rule in this world that snubs unnoticed have a habit of turning into insults, and insults once submitted to as certainly grow into injuries. We have got pretty well on towards the second stage of the programme; whether we shall be able to stop short of the third depends on our retracing the false steps of the past, and putting our house in better order.

H. M. S. Flora leaves this morning for Shanghai.

The Criminal Sessions were adjourned from yesterday till Monday.

The preacher in the Cathedral at Matsui tomorrow will be the Rev. T. H. Francis, M.A., Chaplain of the Missions to Seamen.

To-morrow, Hospital-Sunday, collections in aid of the Allied Memorial and Affiliated Hospitals are to be taken in the various Churches in the Colony. It is hoped these will be a liberal response in aid of these charitable institutions.

Dr. G. E. Morrison, who left Peking on October 1, is on his way, by the Siberian route, to London, where he is due to arrive on October 23. He expects to be back in Peking by the end of November.

A telegram was received yesterday by the Colonial Secretary from the British Consul at Bangkok conveying the information that the quarantine restrictions had been withdrawn and arrivals from Hongkong are subject only to medical inspection.

A fire occurred yesterday afternoon in the coal stored in the godowns on Blackhead's Point yesterday afternoon. The fire broke out and the fire boat was in attendance to fight the flames which were extinguished in a short time. The extent of the damage is not known.

A native appeared before Mr. C. D. Melbourne at the Police Court yesterday, charged with being a rogue and a vagabond. He was arrested on the s.s. *Fukien* when attempting to pick a passenger's pocket. His Worship sentenced him to six weeks' imprisonment with hard labour.

On September 2nd Mr. Wellman's balloon was towed by the steamer *Express* about two miles in a northerly direction to Vogel Bay Island. In the car were Mr. Wellman, Mr. F. Riersonberg, the navigator, and Mr. Vanman, the chief engineer. The balloon was easily dirigible, and the motor worked splendidly. Its speed was so great that the *Express* could not keep up with it. Off Vogel Bay Island the airship was set free, but the wind, increasing every moment in force, coupled with a driving snowstorm, finally beat it back over the mainland of Spitzbergen. The gas being allowed to escape, the airship descended and landed on a glacier.

By kind permission of Lieut.-Col. W. Scott Moncrieff and Officers, the Band of the Third Battalion "The Duke of Cambridge's Own" (Middlesex Regiment) will play the following programme of music during dinner at the Hongkong Hotel, this (Saturday) evening:—

March "Tender and True".....Hume Valse "Arc-en-ciel".....Waldfuehl Selection "Utopia Limited".....Sullivan Song "I'll sing thee songs of Araby".....Clay Overture "Juants".....Suppe Arabian Dance "Coppelia".....Delibes Suite de Ballet "Coppelia".....Delibes

1. March of the Bella
2. Valse of the House
3. Galop "Odeon Truonon".....Lataun
4. The Village Wedding
5. Introduction and Dance of the Dolls
6. March of the Warriors
7. Canzons.

DINNER MENU.—Hors d'oeuvres—Sardines on Toast. Soup—Mock Turtle Soup. Fish—Boiled Fish and Shrimp Sauce. Entrées—Veal Cutlets and Green Peas, Boiled Shoulder of Mutton and Onion Sauce, Patties à la Toulouse. Curry—Ox Brain Curry. Joists—Roast Sirloin of Beef and Baked Potatoes, Roast Capon and Sausage, Boiled Australian Bacon and Spinach, Cold Bolognese (French) and Mixed Salad, Sweets—Toast Pudding, Plum Pudding and Brandy Sauce, Strawberry Ice Cream and Finger Cakes, Cheese Straws. Dessert—Coffee—Fruits.

BANDMANN OPERA COMPANY.

The triumph of the opening of the present

season was repeated last night when "The New

Aladdin" was presented by the Bandmann

Opera Company to a full house. The performance

was of a very high order indeed and the

large audience was kept in the best of humour

throughout. "The New Aladdin" is a very

modernised version of an old story but the

pristine picturesqueness of the fairy tale is

retained. There are beautiful costumes, pretty

scenes, dainty dancers and charming singers

and a humour that never fails to produce

a laugh, and what other elements are required

for an excellent entertainment? Mr. Cole is

a host in himself, Miss Georgie Corless

makes herself a favourite as the nephew, and

Miss Constance Lait adds to her reputation as

the Princess, while the other members of the

large company and the orchestra contribute

their quota to the enjoyment of the evening.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

TRIUMPH OF WIRELESS
TELEGRAPHY.

LONDON, October 18th.

A public service of mairconigrams has been opened between Nova Scotia and Ireland.

EXTENSIVE FLOODS.

LONDON, October 18th.

Great floods have occurred in the Midlands and in Scotland.

CROWN PRINCE IN KOREA.

Tokyo, October 18th.

The Crown Prince's reception in Korea is most satisfactory. The Emperor journeyed specially to Chemulpo and received the Prince at the quay where the greetings were of the heartiest. The event is considered a happy omen.

[REUTERS SERVICE.]

RESULT OF THE CESAREWITCH.

LONDON, October 18th.

1. Denure.

2. White Knight.

3. Wuffy.

Betting at the start, 4/1, 100/8, 10/1 against respectively. Thirteen started. The race was won by 3/4 of a length, with three lengths, between 2nd and 3rd.

TORRENTIAL RAINS IN SCOTLAND.

LONDON, October 18th.

Torrential rains have occurred in the South of Scotland causing much destruction to the grain crops and sheep. The railways are interrupted and some of the Glasgow Suburban lines are flooded with seventeen feet of water. Some washouts have also occurred in the suburbs of Glasgow.

THE EMPEROR FRANCIS JOSEPH.

LONDON, October 18th.

The health of the Emperor Francis Joseph shows a distinct improvement.

OBITUARY.

LONDON, October 18th.

The death of Cardinal Steinhuber is announced.

[N.C. Daily News Service.]

AMERICA AND JAPAN.

Tokyo, October 11th.

The *Kokumin Shinbun* in a leading article states that America abandoned her traditional policy when she acquired the Hawaii and the Philippines Islands and co-operated with the Powers in the Boxer affair. Her relations with the Far East are now as close as those with Central and South America. Her diplomacy has entered upon a bolder stage and she is incurring greater military and naval expenses. Would it not be more advantageous, asks the semi-official organ, to consolidate her position by concluding an alliance with a Great Power whose interests coincide with her own? The *Kokumin Shinbun* is disposed to regard the Pacific Cruise and the expansion of the United States navy as reducing an isolation for an alliance with another Power. It asks, "Is there any country other than Japan worthy to be America's ally in the Far East?"

MANCHURIAN LOAN'S INTERNATIONAL STATUS.

Tokyo, October 13th.

It is now reported on reliable authority that Viceroy Hsu Shih-chang intends to raise a loan of \$5,000,000 in three or four countries, instead of in one.

A NEW STEAMSHIP SERVICE.

Tokyo, October 13th.

The South Manchuria Railway has arranged with the Osaka Shosen Kaisha for the opening next Spring of a steamship service between Taiwan and South China.

A FORMOSAN ATROCITY.

Tokyo, October 14th.

A tribe of aborigines in the North of Formosa, which has recently surrendered has broken out again. The natives are showing continued resistance. The Japanese have had many casualties; one constable has been roasted to death.

TWENTIETH CENTURY IMPRESSIONS.

At Mountain Lodge yesterday afternoon His

Excellency The Governor, Sir Frederick

Lugard, granted a lengthy interview to Mr.

Somerset Playne, Manager in Hongkong of

Lloyd's Greater Britain Publishing Co., Ltd.

His Excellency evinced the deepest interest in

the company's forthcoming publication, "Twen-

tieth Century Impressions of Hongkong,

Shanghai, etc.," and promised to give every

assistance possible to the publication and at the

same time also kindly gave Mr. Playne

permission to head the list of patrons

of "Twentieth Century Impressions" with

his name. In addition Sir Frederick also

promised to request government officers to

afford the Publishing Company's representa-

tives every assistance in collecting information

regarding the Colony.

SUPREME COURT.

Friday, October 18th.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (ACTING CHIEF

JUSTICE).

"IN THE SAME BOAT."

Mr. W. F. Dixon of Messrs. Hastings and

Hastings appeared for the plaintiff in an action

for \$1,000 and stated that the plaintiff and the

defendant were "quartermasters on the *Empress*

of India. That vessel sailed on Thursday and he

asked that defendant be ordered to find security.

Mr. Grist, who appeared for the defendant,

objected. Both were on the same steamer.

His Honour—Both had better give security.

Mr. Dixon said he was willing to give

security for costs but he asked that defendant

should give security for judgment and costs.

His Honour—You are both in the same

boat?

Mr. Dixon—Defendant won't come back

when there is a claim for \$1,000.

Mr. Grist—It is only a claim, my Lord. It

is not judgment. He'll come back.

Adjournd.

A LOST PAIR OF TROUSERS.

F. Blunk sued the Connaught Hotel for \$12,

the value of a pair of trousers. Mr. R. A.

Harding appeared for the defence and stated

that plaintiff was bringing an action for the

recovery of \$12, the value of a pair of pongee

silk trousers which was lost. The trousers

were given to a laundryman who failed to

return them. In the plaintiff's room as in every

bedroom in the hotel there was a notice to the

effect that "the hotel does not undertake a

visitor's washing but if desired the bedroom

boy will send for a washerman." The defence

was that they had nothing to do with the

trousers.

Plaintiff entered the box and stated that the

pongeesilk trousers cost more than he claimed.

When he gave them to the washerman the boy

said that he was the hotel washerman. When

the clothes were returned he found that instead

of his trousers there was a pair of workman's

trousers which he would not wear.

His Honour—You can read?

Plaintiff—Yes, Sir.

His Honour—Is that (pointing to notice) in

your room?

Plaintiff—I never saw it.

Mr. Harding—You never saw that in your

room?

Plaintiff—I never saw one in my bedroom.

I have been there six months.

Mr. Harding—You mean to say that one of

these notices was not in your room?

Plaintiff—It was not in my room.

His Honour—Did you pick out a room

without this notice?

Plaintiff—There is a notice about gas being

charged after a certain hour.

His Honour—Did the boy tell you that the

Hotel did the washing?

Plaintiff—Yes, Sir.

Cross-examined by Mr. Harding. Do you

say this hotel has a laundry?—No, I don't say

that. They employ a laundryman.

Did you tell the boy you wanted a laundry-

man?—I did not tell him. He told me.

He told you that if you wanted a laundryman

he could get one?—He recommended the hotel

laundryman.

You agreed to employ him?—Yes.

And the laundryman came for the things each

LOCAL SPORT.

CRICKET.

HONGKONG CRICKET CLUB.

This afternoon, commencing at 2 p.m. the Club will meet a United Service Team. The following are selected to represent the Club:—Capt. R. Hancock, Messrs. H. Hancock, W. C. D. Turner, A. E. Lanning, H. R. Makin, Wm. Dixon, W. A. Powell, L. J. Wishart, A. A. Claxton, R. O. Hutchison, and E. A. Fowler; Reserve Mr. W. F. Brower.

CRICKET GROUND. DEPARTMENTAL COUPS. The above Clubs will meet on the Military Ground to-day (Saturday) at 2.15 p.m. The Cricketers' team will be as follows:—Capt. L. E. Lamont, Messrs. M. E. Asger, R. Bana, A. O. Brown, J. D. Kinnaird, R. Penton, E. Irving, L. A. Rose, E. P. Cooper, G. Evans and J. W. Stewart.

LEAGUE TABLE.

The following is the table up to date:—

CLUB	Played	Won	Lost	Drawn	Points
Royal Garrison	1	1	0	0	1
Artillery	1	1	0	0	1
Civil Service	1	1	0	0	1
Kowloon	1	0	1	0	0
Departmental Corps	1	0	1	0	0

N.B. Wins count one point, draws do not count and losses are deducted from wins.

The following will represent the Civil Service Cricket Club in their League Match with the R.G.A. in the C.S. ground to-day (Saturday) at 2.15 p.m. sharp. Hon. Dr. J. M. Atkinson:—Capt. H. T. Jackson, Messrs. E. B. Reed, P. T. Lambie, L. E. Brett, E. W. Dawson, F. A. Biden, R. W. Mitchell, P. R. Adams, A. Pile, and A. R. F. Raven; Reserve Mr. E. Bacon; Umpire Mr. W. H. Woolley.

NO ENCOURAGE BLACKBURN.

The match between Kowloon and the Palace C. C. having been unavoidably postponed, a practice match will be played on the Kowloon ground when it is hoped many members as can possibly do so will turn up. A prize is being offered by the Secretary for the best attendance at practice; points will start with to-day's game.

RUGBY FOOTBALL.

The following will represent the Hongkong Football Club against the Navy this afternoon on the Club ground at 5 p.m. sharp, the Club playing in Club Jerseys. Back: B. Johnson. Three-quarters: A. A. Claxton, F. C. Carroll, J. G. Lecky and Capt. W. J. Daniel; Halves: L. J. Blackburne and A. S. Kempthorne; Forwards: F. C. Hall, R. G. Munro, G. D. McIlraith, E. C. East, F. J. McGregor, C. B. Hayward, M. H. Logan and—White, H.K.S.B.R.G.A.

THE ROYAL HONGKONG GOLF CLUB.

A mixed foursomes competition (medal play) under sealed handicap was held at Happy Valley yesterday afternoon (Thursday, 17th October, 1907) and was won by Mrs. Kowick and Mr. F. S. Forrest who returned a good scratch score of 74. The following cards were also sent in:

Mrs. Vaughan-Lee and Mr. Swan, R.N.	85	9	76
Mrs. and Mr. W. J. Saunders	86	9	77
Mrs. Moxon and Mr. Grist	82	4	78
Mrs. Wilkinson and Mr. Wilson, R.N.	88	10	78
Mrs. D'Este and Capt. Beetham	91	13	78
Mr. and Mrs. E. F. Mackay	87	8	79
Mrs. Donner and Mr. Murray	92	12	80
Mr. and Mrs. H. W. Shado	94	14	80
Mrs. Halliwell and Mr. Hutchison	88	4	82
Dr. and Mrs. Balse	94	10	84
Mr. and Mrs. E. A. Ram	98	14	84
Mrs. Cameron and Mr. Moxon	100	14	86
Dr. and Mrs. Harston	101	4	87
Miss Carr and Hon. Dr. J. M. Atkinson	101	14	87
Miss Chatham and Mr. T. C. Gray	105	12	93

THE FRANCO JAPANESE TREATY.

The *Temps* of September 16th, publishes a leading article on an interesting contribution by the ex-Minister M. Pierre Baudin to the current number of the *Revue* on the Franco-Japanese treaty and China, in which the writer expresses the fear that the joint undertaking of France and Japan to support each other in assuring peace and security in the adjoining regions of agreement, may have been regarded by the Chinese Empire as the bait for a policy of aggression. The *Temps* considers that while M. Baudin's arguments are based upon a sound principle his conclusions are excessive. It is certain, it says, that it is in the interest of France to win the friendship and confidence of China. The *Temps* believes, however, that there is no reason to be greatly alarmed by China's disapproval. First of all, Japan, who is a good judge of Asiatic possibilities and who is as anxious to live on good terms with China as is France herself, did not allow herself to be influenced by the considerations advanced by M. Baudin. Moreover, it would be going too far to maintain that the treaty involves the obligation of military intervention. That is a step which would not be taken by France. The assistance referred to in the agreement is diplomatic and not military. The collaboration of the contracting States cannot disquiet China, since the express object of the treaty is to respect her independence and integrity.

The *Temps* is sure that nobody at the Quai d'Orsay ever thought of giving any but a purely pacific and conservative interpretation to the Franco-Japanese treaty. It agrees with M. Baudin, however, in considering that it would be well for China to participate in agreements in which she is frequently mentioned. The *Temps* is aware that this is the opinion of the Minister for Foreign Affairs, who has studied the Chinese question too closely not to be conscious of all its requirements. It seems, on the other hand, that the independence and integrity of China being the basis of the Franco-Japanese and Russo-Japanese agreements, is no ground for anxiety, either in Peking or elsewhere, because China herself is not associated in them, an omission explained by many considerations.

FRENCH CAPITALISTS IN JAPAN.

EXTENSIVE INVESTMENTS.

(FROM OUR CORRESPONDENT.)

Tokyo, October 6th. With the arrival a few weeks ago of several French and Belgian financiers a new chapter has been opened in connection with the introduction of foreign capital to Japan. The syndicate—or French syndicate as it is widely known in the Japanese press—is now in Tokyo making investigations in several directions, but more particularly in regard to the projected French bank to be established in Tokyo—an ambitious and enterprising scheme that will be watched with interest by commercial men throughout the East.

The capital that this syndicate commands and is prepared to invest in industrial and other undertakings in Japan makes the visit one of the most important commercial events since the close of the war, and providing that present and future negotiations with the Japanese authorities go smoothly the industry of the country in several branches will receive great impetus.

Of the several concerns with which the syndicate is connected that are either in working order or soon to be under way the President is Mr. R. Looney, a young French financier who has been here some five years and is thoroughly well acquainted with the general conditions. This gentleman may be described as the active head and guide in Japan to the other members of the syndicate, all of whom are practically new to the country, which consists of the following:

Banque de Paris.
Banque Union Parisienne.
Bank d'Outremer, Brussels.
Cie. Internationale d'Orient, Brussels.
Mr. R. Looney, Tokyo.
Mr. Dalziel, London.

The concerns now in working order or projected with which the syndicate of Mr. Looney is closely connected are as follows:—

- 1.—Royal Brush Co., Osaka. Capital, paid up, 300,000 yen, of which 3/5 are French, 1/5 English, and 1/5 American.
- 2.—Le Syndicat Industriel d'Extrême-Orient, Half French and Belgian capital.
- 3.—Oriental Forest and Lumber Co., Ltd. Capital, paid up, 950,000 yen, of which 4/6 are French, 1/6 Japanese, and 1/6 English.
- 4.—Oriental Glass Manufacturing Co., Ltd. Capital paid up, 1,500,000 yen, of which 4/5 is Belgian, 1/5 French, and 1/5 Japanese.
- 5.—Oriental Compressed Co., Ltd., Capital paid up, 300,000 yen, of which 2/3 are French and 1/3 Japanese.
- 6.—Oriental Rubber Manufacturing Co., Ltd. Capital, paid up, 1,000,000 yen, of which 4/5 is English, 1/5 French, and 1/5 Japanese.
- 7.—Special Syndicate Bank to be established in Tokyo, with a capital of £2,000,000 sterling exclusively French.
- 8.—Docks at Moji.

Of the above the Royal Brush Co. was established by Mr. Looney several years ago and has since been enlarged and transferred to the syndicate. This undertaking produces all sorts and qualities of brushes and has a substantial domestic and export trade.

The forestry company began operations about a year and a half ago, and has forest concessions in several parts of Japan, as well as an up-to-date saw mill equipment, this being the first concern of the kind to take the place of the primitive native methods of reducing timber for the market.

In a few weeks the glass manufactory at Osaka will be completed and ready for business. These works, in the extent of ground covered, will be the largest factory buildings of any description in Japan, the government iron works at Watanabe excepted. At present there is not a single bottle manufactory in the country, although consumption by the breweries, &c., is growing enormously year by year. Nearly a hundred thousand bottles are annually imported, and it is not impossible (therefore that in a few years the Osaka company will be able to check this import and at the same time build up an export trade on the continent. The prospects of this concern seem particularly bright.

What is called the "compressed" company will exploit a new method of laying building foundations. The compressed foundations will consist of concrete, &c., laid by special machinery now on the way from France. There seems to be room for such an invention in Tokyo, specially if the cost is not prohibitive. In the Kojimaichi section of the city, where the government offices and headquarters of large commercial concerns are situated, fine buildings in foreign style are the rule and there is ample room for expansion.

THE PROJECTED BANK.

The most interesting of the syndicate's schemes, however, is the French bank that is to be established in Tokyo with a capital of £2,000,000 sterling. This, unlike any other foreign bank, will have its headquarters in the capital and it is designed to do business with the capital. There is little doubt that the scheme will see actuality, as the projectors and authorities favourably inclined and are moreover backed up by influential Japanese financiers, such as Baron Shibusawa and Mr. Okura. It may here be stated that a minority of Japanese will sit on all the boards of the syndicate. The bank scheme is Mr. Looney's idea and following upon the formation of the Anglo-Japanese Bank, whose headquarters are at Yokohama, its career will be watched with the greatest interest. With the extension of Tokyo's international importance in financial and commercial matters there seems to be a sound *raison d'être* for such an enterprise.

THE PORT OF MOJI.

A project that has not yet gone beyond the paper stage is one that may prove by far the most extensive of the syndicate's investments in Japan. The importance of the geographical situation of Moji and the way the port is

handicapped by the strong Shimoda current are too well known to need any further reference here. Government has been prevented by the war and other considerations from embarking on the undertaking of improving the anchorage of the port, but is now considering the subject afresh, in connection with the policy of improving all harbours where necessary.

The French syndicate is concerning itself solely with providing docking facilities at Moji, and these once obtained the improvement of the anchorage is reduced in importance, as vessels would not then find it necessary to anchor in the straits. The plan under consideration is to build the docks some short distance from the present business or maritime centre of the port round a bend of the coast, where vessels entering would escape the current, which, as is well known, is so strong that large vessels do not stop at Moji, greatly militating against Moji's development both in coal exporting and in general trade. The French scheme would remove the town in a measure, but would greatly benefit the port, and some such improvement is absolute necessity if Moji is ever to justify its fine situation as one of the great maritime gateways of Japan. It is the nearest port to Korea and the most convenient to vessels bound for North China. Hence, with proper harbour or docking facilities the large percentage of vessels now passing through, including all liners, would stay to coal and trade to the immense advantage of the port. A few years ago a foreign and Japanese syndicate was concerned in a drydock scheme for Moji, but for some reason or other this fell through. The plans of the French syndicate seem more practical, aiming as they do at the direct benefit of the port and there is therefore all the more likelihood of their success.

The syndicate has thus an extensive programme of work in Japan and part is already accomplished. In several of their ventures the co-operation or at least the countenance of the Government authorities will be necessary—and such assistance in Japan is particularly advantageous. In this respect, as before stated, the financiers have met with no obstacle, and under these favourable conditions the interests of the syndicate may be greatly extended, as, needless to say, the capital of such an influential group is practically unlimited.

OPIUM DECREES.

The North-China Daily News dates the following:—Peking, October 10th.

Decrees with reference to the tardiness in which many of the princes, nobles and high officials of Peking and the provinces have been guilty of getting rid of the opium-smoking habit. It will be remembered that a special decree was promulgated some time ago allowing opium-smoking officials the privilege of reporting themselves, so that a certain limit of time may be given them to get rid of the obnoxious habit. This is a clear proof of the clemency and sympathy of the Throne for those who have the habit, and each and all of those concerned ought to be deeply grateful therefor and do their best to obey Us. Furthermore, We granted a limit of six months to officials to get rid of this habit, also that at the end of this time an investigation should be made to see who had obeyed Us. Our commands. Now We find that amongst others Kwei Pin, Prince of Chuang, 1st Order, and Lu Paohuang, Prince of Min-kan, President and Vice-President, respectively, of the Censorate, have so far not been able to get rid of the habit, as their appearance clearly shows Us. This seems to Us that they have treated Our commands in this respect with unbecoming levity so that if We should punish the delinquents severely, it is only what they deserve, and they need not be grieved. But We like to extend the Imperial Mercy, and have considered of the fact that they have been slaves of the habit for some years. Therefore, therefore, obey the regulations that were promulgated in this matter and let them resign their posts for the time being, in order to pay their attention to the eradication of any craving they may have for the drug, and let some one be appointed to do their respective duties ad interim. As soon as they have abandoned the habit they will be allowed to return, each to his former post. As for the civil and military officials, let them have only allowed six months to do it. It is to be feared that all will not be able to obey Our Edict. We, therefore, command, as an extraordinary Act of Mercy, that, beginning from the day of the promulgation of this Our Decree, a further limit of three months be granted in order to enable officials, high and low, to get rid entirely of their habit. It is to be hoped that all high officials, whether within the Capital, or without will do their utmost to obey Our commands as soon as possible. As for the others, civil and military, those in a hurry are to be under the surveillance of the high officials of the various Ministries, while those in the provinces are to be watched by the Tartar Generals, Viceroys, Governors and Manchu Brigadiers. Generals of the Tartar Garrisons who are to see that their subordinates obey Our commands in deed and in fact. Let no one be careless or treat them with levity or indifference. Should any lack the willpower to go on with their self-denial, or, being afraid of the difficulties in their path stop midway, so that when the extra limit of time granted by extraordinary Imperial Clemency has come, it finds them still unable to get rid of the baneful habit, they shall be dealt with in accordance with the regulations already approved of by Us, and there shall be no mercy given to delinquents. Let no one say that We have not given him ample time to reform himself.

LATEST STEAMER MOVEMENTS.

The C.P.R. str. *Empress of Japan* arrived Shanghai at 7 p.m. on Thursday the 17th inst. and left again at 4 a.m. Friday for Hongkong, where she is due to arrive at 2 a.m. to-morrow. The 2-year str. *Japan* from Calcutta left Singapore on 17th inst. afternoon, and may be expected here on or about 21st inst. at evening.

The H.A.L. str. *Kowloon* left Moji on 18th inst. at 8 a.m., and may be expected here on 22nd inst. p.m.

The Boston str. *Shawmut* from the Pacific Coast arrived at Yokohama and sailed again yesterday.

The str. *Wray Castle* from Japan and China Ports arrived at Boston (Mass.) on the 16th inst.

The C.P.R. str. *Torstar* left Vancouver p.m. on Thursday the 17th inst. for Yokohama.

BOER ARMY TO BE ORGANISED.

OFFICIAL ADMISSION BY MR. HALDANE.

On April 23 last the "Express" announced that General Botha, who was then in England attending the Imperial Conference, was asking the Government to consent to a scheme for rearming the Boers under the colour of organising a Volunteer force, and that particular attention was to be given to building up a Boer field artillery force, in which arm the Boers were notoriously weak during the South African war.

When Mr. Haldane was questioned about this statement of fact in Parliament he made the usual diplomatic denial, declaring that he had no knowledge of any such scheme, and that the affairs of a self-governing colony were not under his control. He referred his questioner to the Colonial Secretary for information on the subject.

Apparently Mr. Haldane has obtained information since then, for in his speech at Blair Athole he outlined a plan by which it is intended that the Boers should be provided with a fully armed and equipped military force.

The following is the statement made by Mr. Haldane:—
"At the meeting of the Colonial Premiers there was a very satisfactory conference at which the Premier accepted the principle of the Haldane Volunteer force, and undertook to organise their local forces also in such a fashion that which the great regular forces of this country there would be a second line designed for home defence, which in a great Imperial emergency would come together as the forces came together in 1900, and would show to the world that, although a peaceful Empire, we were an Empire, with immense military resources at our back."

The plan of the Boer Government of the Transvaal to feed all the Englishmen in the South African Constabulary and replace them by Boers is causing great indignation among the men at home on leave, who have been warned by Sir Richard Solomon, the Transvaal Agent-General, that if they return they do so at the risk of dismissal.

One of the officers who was just about to return after completing six months' leave in England said that he had been informed in a letter from a friend in South Africa that 300 men would be discharged from the Constabulary before long owing to the work of the West-End.

"I wrote for my discharge on receiving Sir Richard Solomon's letter," he said, "and I shall stay in England. I was in Johannesburg once or twice not very long ago, and I saw hundreds of men there out of work."

"If you asked me who is to blame for all this," I say the British people, who permit themselves to be blown about here and there by every puff of wind."

Trooper F. Hooper, who went home on April 1st, having obtained his discharge after six and a half years' service, said he had been stationed lately twenty miles from Krugersdorp on the veldt.

"Everybody from this country in the service of the Transvaal Government," he said, "has suffered more or less from the pin-prick policy of the Boers. I had enough of it, and that is why I took my discharge, although I had taken the trouble to become proficient in the Dutch language."

"They have all got rifles—service rifles. A man had to get a recommendation from the police before he could secure a gun; but I have never known a case in which the recommendation was withheld."

NAVAL SURPRISE.

OIL TO BE SUBSTITUTED FOR COAL.

A number of leading American papers, including those known as the official organs, publish a story to the effect that the British Government has fully decided on export advice to substitute oil for Welsh coal at all naval bases throughout the world and that important concessions have been purchased by the British Admiralty on all oil-producing lands in Nigeria.

The news has come as a surprise to United States naval men, as it was thought that the use of oil for British warships was merely one of the those experimental matters which see years roll by before the announcement of a decision.

London correspondents of American papers couch the truth of the story, and give facts as to the purchase of a large quantity of oil from Texas, which is stored at present at the Falkland Islands.

A leading Chicago paper whose London correspondent is generally well informed, gives the price paid for the oil from Texas and the exact point of shipment. He goes on to state that great secrecy has been maintained by the Admiralty as to the Nigerian concession, as some difficulty arose before the completion of the matter.

The remarkable efficacy of oil as fuel for steamers was recently demonstrated when the *Geduld*, of the Hull Line, one of Sir Marcus Samuel's ships, arrived at Rotterdam, after steaming from Singapore round the Cape, a distance of 11,791 miles, in fifty-two days without a stop.

AUSTRALIAN SHIPPING.

NEW NAVIGATION BILL.

The Navigation Bill, consisting of 670 clauses, has been in the Commonwealth Senate. It is on the lines of the last bill, but includes amendments suggested by the recent Navigation Conference in London. Its administration is placed in the hands of the Minister of Customs. Heavy penalties are imposed on any owner supplying bad or deficient provisions to the ship, and he is liable for the expenses of her distressed seamen.

A ship will be deemed to be engaged in coastal trade if she takes passengers or cargo from one Australian port to another.

Until the railway is built from Western Australia to Adelaide, British mail steamships are exempt from the foregoing conditions. No foreign ship is allowed to engage in coastal trade without a three years' license under penalty of £5,000. The license will provide that seamen on board these vessels are paid Australian wages, and shall be subject to other Australian conditions, including a stipulation that no bonus or subsidy is to be paid other than by the Commonwealth or the State. The increased wages earned on the Australian coast will be payable before the vessel leaves Australia. The master, the owner and the agents will be held jointly responsible for the payment.

Ships registered under foreign flags may be exempted if the Governor-General is satisfied that under the laws of the country where they are registered British ships may freely engage in coastal trade.

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12, QUEEN'S ROAD CENTRAL.

THE GERMAN ARMY MANOEUVRES.

A GERMAN CRITICISM.

The grand manoeuvres have concluded in accordance with the programme. The Emperor William has conferred the Order of the Black Eagle upon the commanders of the two opposing army corps and has promoted the Prussian War Minister, General von Bismarck, to the rank of general of the cavalry. Colonel Gidke, in the *Berliner Tagblatt* writes of the manoeuvres that "strategy was conspicuous by its absence and tactics by their venerable old age." In his opinion, the little which the general idea left to the imagination was too easily supplied and amounted to nothing more formidable than the concentration as speedily as possible of the two army corps in one single battle, picture which was not a faithful portraiture of modern conditions of warfare.

Close formation, unexpected engagement with the enemy at close quarters, and failure on the part of the opposing commanders to ensure uniform and independent action on the part of their forces are enumerated as among the chief blunders. Moreover, in order to reach the grand theatre of battle as soon as possible, the men were needlessly compelled to march extravagant distances. The companies which had been brought up to a war strength of 200 men by calling up the reserves suffered most from these inordinate exertions. In the case of one division, which marched continuously with only slight halts from 8 o'clock in the morning until 1 o'clock in the afternoon, many companies had already lost over 5 per cent. of their men by 7 o'clock, and by 9 o'clock the number of men who had fallen out was so great that not enough non-commissioned officers were left to stay with them as the regulations provide. According to one account of this march, particularly in the case of the 74th Regiment of Foot and the 10th Pioneers, "every device on the part of the officers which relentless severity and the kindest encouragement could suggest was needed in order to prevent the ditches along the road from becoming filled with laggards, the most alarming menace. While footsoreness was pleaded by the majority of the men who fell out, in the case of other troops who were taken into action directly after being detained a large number of reservists had to be relieved of their equipment and allowed to march in rear of their regiments. The weather at the time is said to have been cool and pleasant, and the demands made upon the men were by no means extraordinary."

Another correspondent, who appears to be describing the general impression produced on the troops, says that "some of them certainly looked very exhausted." Colonel Gidke seems to consider that these exertions, the symptoms of which were noticeable during the earlier as well as later days of the manoeuvres, might have been avoided or restricted.

According to Colonel Gidke, who continues his criticisms of the grand manoeuvres, the Emperor William was by no means unreserved in his praise of the manner in which the operations were conducted. His Majesty, on the other hand, highly commended the march of the troops, without perhaps in Colonel Gidke's opinion being acquainted with the actual condition of the men. Various units were called upon to cover a distance of 40 miles on the first day, and several companies actually accomplished more. The march degenerated into a race, with the result that, notwithstanding ideal weather, several regiments lost as many as 200 men who fell out from various causes, and the field hospitals were scarcely able to cope with the demands which were made upon them. Some 30 men of the 79th Regiment of Foot, known as the Hansaticus, had to be sent home by steamer seriously ill. A correspondent who witnessed the march and its results expressed the opinion that some of the reservists had been injured for life by the ordeal. The seventh army corps, which suffered the heaviest losses, reached the strategic objective before its rival, the tenth, and in the event was awarded the verdict of the umpires. Colonel Gidke suggests that in actual warfare the demoralized and exhausted condition of the victors might have led to a very different result.

The Emperor is represented further as having been dissatisfied with the handling of the cavalry. His Majesty, who is known to be an ardent advocate of massed cavalry attacks, is believed to have criticized the failure on the part of at least one of the divisions to adopt these tactics. While admitting the value of a valiant charge if delivered at an opportune moment, Colonel Gidke maintains that it is impossible for a large body of mounted troops to advance to the attack through a fire-zone some two or three miles wide in hilly and wooded country like that in which the manoeuvres were held, and for them to intervene at the appropriate time and from the most favourable direction. His Majesty is also understood to have questioned the practical value of night attacks. Colonel Gidke acknowledges that the confusion which the night attack during the manoeuvres produced was scarcely encouraging, but he alleges that the partial failure upon this occasion ought rather to serve as an incentive to commanders to bestow still greater attention upon this branch of offensive tactics.—*Times*.

THE AMERICA CUP.

SIR T. LIPTON'S CHALLENGE.

The *Daily Telegraph's* correspondent at New York writes:—
The announcement that Sir Thomas Lipton will make another attempt in 1908 to regain the America Cup has created much pleasurable interest not only amongst members of the New York Yacht Club but in America generally. I have been eagerly discussing the probable terms of the next big race, which will not be considered officially, of course until the actual challenge has been received, when the club will call a special meeting and appoint the America Cup Committee. After the committee has examined the question it will report, and most yachtmen here believe, and apparently hope, that the challenge will be accepted.

COMPLEXION HANDS AND HAIR

Preserved, Purified, and Beautified by

For preserving, purifying, and beautifying the skin, scalp, hair, and hands, for irritations of the skin, wind rashes, chappings, redness and roughness, for lameness and soreness incidental to outdoor sports, for sanative antiseptic cleansing, and for all the purposes of the toilet and bath, Cuticura Soap, assisted by Cuticura Ointment, is priceless.



Cuticura SOAP

For preserving, purifying, and beautifying the skin, scalp, hair, and hands, for irritations of the skin, wind rashes, chappings, redness and roughness, for lameness and soreness incidental to outdoor sports, for sanative antiseptic cleansing, and for all the purposes of the toilet and bath, Cuticura Soap, assisted by Cuticura Ointment, is priceless.

Sold throughout the world. London, 27, Charles Street, E.C. 4. New York, 10, N. A. 127 Columbus Ave. Cuticura Soap, 10¢; Cuticura Ointment, 5¢.

54-68

Sir Thomas Lipton, as you know, is an exceedingly popular sportsman on this side of the Atlantic, and for that reason alone many people here, who hardly know a yacht from a tugboat, would be delighted to welcome him once again. It is understood that several members of the club are willing to construct a special yacht, but it is too early to say who they are. Sir Thomas is believed here, wants to race under the present rules of the New York Yacht Club, which have produced type of boats combining good sea-going qualities with great speed. He does not want to enter a mere racing machine, unable to cross the Atlantic without the assistance of a tugboat. Such vessels are the American schooner *Queen* and the sloop *Effort*, good, wholesome, speedy craft, which have lately been carrying off all the big American prizes.

If Sir Thomas Lipton is so challenged for that type of boat, race, he has consulted have no doubt that the challenge will be accepted. It is interesting to note that different views prevailed two years ago, when the more racing machine school was in the majority in America. All things considered, the prospects of another great America Cup race in 1908 were never brighter. The challenge, if taken up, of course involves the building of a new yacht, and the name *Shamrock IV* has been already decided upon, the new boat being the fourth that will have been constructed by Sir Thomas Lipton with the object of "winning the cup." At the present moment the designer has not at all been chosen, but it is understood that there is more than one designer mentioned. The race will, if finally arranged, take place next year, the deed of gift requiring ten months' notice to be given.

WEDDING BELLS UP TO DATE.

SUBMARINE CEREMONY IN AMERICA.

The record for "frank weddings" was broken on Sep. 12 by the marriage of Mr. George Fairman, of Brooklyn, and Miss Alberta Mitchell, of Scranton, Pennsylvania, in a diving bell in fourteen feet of water.

Both the bride and bridegroom, as well as the officiating minister and other occupants of the diving bell, wore bathing costume, the bride "dress" being of blue with red and white trimmings. The bride wore an indurubber cap instead of the conventional crown of orange blossoms, explaining afterwards that the water would have disarranged her hair, which had been "done" for the wedding journey.

The ceremony was performed at noon by the Rev. W. D. Hughes, of the Coney Island mission, in the presence of as many members of the Hippodrome company as could get inside the diving bell.

After the ceremony the clergyman and the witnesses dived under the bell and swam to the surface, while the bride couple ascended in the bell without getting their clothes wet. The wedding breakfast followed at a neighbouring restaurant.

NOTICES

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed Daily Press only, and special business matters THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until discontinued.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. of day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Pawan, Code: A.B.C., 6th Ed. Libor's.

P.O. Box, 23. Telephone No. 12.

NEW ADVERTISEMENTS

COLONIAL SECRETARY'S DEPT.

Information has been received from the Military Authorities that FIELD FIRING will be carried out under the following conditions: On the slope of Beacon Hill in a North-Westerly direction, between 8 a.m. and 1 p.m. on the 19th and 20th instants.

From Customs' Pass in a Westerly direction towards Kan-lung Peak on the 21st, 22nd, 23rd, 24th and 25th instants.

F. H. MAY,
Colonial Secretary.
Hongkong, 19th October, 1907. 1657

WAR DEPARTMENT CONTRACTS

TENDERS will be received at the Head Quarter Office until 12 o'clock NOON, on TUESDAY, the 12th of November, 1907, for the supply of GENERAL SUPPLIES, "A" (except Milk) including Indian food-stuffs.

For the period from 18th November, 1907 to 31st March, 1908.

Forms of Tender and any Particulars can be obtained on application to this Office, personally or by letter, addressed to the Officer Commanding Army Service Corps, between the hours of 10 a.m. and 4 p.m.

The Tenders must be properly filled up, signed and dated and no tender will be noticed unless delivered upon the proper form at the Head Quarter Office by 12 o'clock No. 10 on the above date, in a closed envelope marked "Tender" on the outside.

The right to reject any or all Tenders is reserved.

Head Quarter Office,
Hongkong, 19th October, 1907. 1658

SITUATION WANTED.

BY a Young Gentleman with good experience and references, Situation as Salesman, or General Assistant in a Mercantile Firm. No objection to Coast port, if with inducement.

Apply to
B.C.,
Care of "Daily Press" Office,
Hongkong, 19th October, 1907. 1654

SWATOW DRAWN WORK COMPANY.
88, Wellington Street.

MANUFACTURERS & WHOLESALE & RETAIL.
Dealers in all sorts of
DRAWN WORK, EMBROIDERY,
BEST PEWTER WARE and CANTON
GRASS CLOTH, &c.
Hongkong, 19th October, 1907. 1655

FOR SHANGHAI, YOKOHAMA, KOBE
AND MOJI.

THE Steamship
"JAPAN,"
Captain J. G. Olifent, will be despatched for the above Ports on SATURDAY, the 26th inst., at NOON.

This Steamship has superior accommodation for passengers and is installed throughout with Electric Light and carries a duty certified doctor.

For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.,
Agents,
Hongkong, 19th October, 1907. 1656

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
"ARCADIA,"
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being loaded and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:
From London, Calcutta, &c., "China,"
From Persian Gulf, &c., "B. S. N.,"
From P. & O. S. N. Co.'s Steamship,
B. & P. S. N. Co.'s Steamship.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 23rd inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT,
Superintendent.
Hongkong, 18th October, 1907. 1

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM LONDON AND STRAITS.

THE Steamship

"DENBIGHSHIRE,"
Capt. W. A. Evans, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 24th inst., at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co.,
Agents,
Hongkong, 18th October, 1907. 1653

NEW ADVERTISEMENTS

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship

"HAICHING,"
Capt. A. E. Hodgins, will be despatched for the above Ports on TUESDAY, the 22nd October, at 9 a.m.

For Freight or Passage, apply to
DOUGLAS, LAURIE & Co.,
General Managers,
Hongkong, 18th October, 1907. 1632

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ WALDEMAR,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 3.30 a.m.

All Claims must be made up before the 23rd inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents,
Hongkong, 18th October, 1907. 3

NOTICE TO CONSIGNEES.

THE H. A. L. Steamship

"SITHONIA,"
Captain Bremner, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst., at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE,
Hongkong Office,
Hongkong, 18th October, 1907. 1681

THE HONGKONG WEEKLY PRESS AND CHINA OVERLAND TRADE REPORT

is now ready and contains:
Epitome of the Week's News.
Leading Articles.
The 26 cks.
Germany and the Hague Congress.
Then and Now.
Chinese Currency Reform.
Status of Hongkong Officials.
Criminal Appeals.
Hongkong Sanitary Board.
Naval Court Martial.
Hongkong Corinthian Yacht Club.
Evolution of Hongkong.
Baxter Girls' School Bazaar.
Commercial.
Shipping.

Extra copies 30 cents each, Cash.
Copies can be posted from the Office to addresses sent; including postage 34 cents each or \$1 Cash for three copies.
Subscription: \$12 per Annum, payable in advance; postage \$2.

THEATRE ROYAL, HONGKONG.

FOR A SHORT SEASON ONLY.

THE BANDMANN OPERA CO.

55 LONDON ARTISTS 55

Will present the following latest London Successes:

TO-NIGHT (SATURDAY, October 19th):
The Brilliant Musical Comedy,
"SERGEANT BEE,"
of the "C" Division.

MONDAY, October 21st:
The Beautiful Comic Opera,
"AMASIS,"
From the New Theatre and Criterion Theatre London.

TUESDAY, October 22nd:
Sydney Jones' Masterpiece,
"THE GEISHA."

WEDNESDAY, October 23rd:
Seymour Hicks' successful Musical Comedy,
"THE BEAUTY OF BATH."

THURSDAY, October 24th:
The Scramblingly Funny Musical Comedy,
"THE GAY PARISIENNE."

FRIDAY, October 25th:
The Highly Successful Musical Comedy,
"THE DAIRYMAIDS."

SATURDAY, October 26th:
George Edwards' Superb Production,
"THE GIRL ON THE STAGE
ON THE LITTLE CHURCH."

MONDAY, October 28th:
The Great Apollo Theatre Success,
"MR. POPPLE OF IPPLETON."

TUESDAY, October 29th:
The Rage of London and New York,
"THE BELLE OF MAYFAIR."

WEDNESDAY, October 30th:
The Sparkling Military Comedy,
"LADY MADCAP."

THURSDAY, October 31st:
The Sparkling Chinese Comic Opera,
"SEE SEE."

Music by Sydney Jones.
Composer of the "Geisha."

LAST NIGHT.

FRIDAY, November 1st:
"THE SPRING CHICKEN."

Box Plan Now Open at
Messrs. S. MOUTRIE & CO., LTD.
Hongkong, 3rd October, 1907. 1658

INTIMATIONS

HONGKONG JOCKEY CLUB.

THE ORDINARY HALF-YEARLY MEETING will be held at the JOCKEY CLUB OFFICE (Hongkong Club Annex), TO-DAY (SATURDAY), 19th October, at 12.30 P.M.
Hongkong, 18th October, 1907. 1635

CANTON INSURANCE OFFICE, LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-SIXTH ORDINARY MEETING of Shareholders will be held at the Office of the undersigned at 12.30 P.M. on FRIDAY, the 25th instants.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th to the 25th instants, both days inclusive.

JARDINE, MATHESON & CO., LD.,
General Agents,
Canton Insurance Office, Limited,
Hongkong, 5th October, 1907. 1633

S. S. "SAN CHEUNG."

SPECIAL TRIPS

TO MACAO AND BACK

On 20th, 21st, 22nd and 23rd October, during the CHINESE GRAND PROCESSIONS.

On 20th, 21st and 22nd:
Leaving our Wharf, Hongkong 8 a.m.
6.30 p.m.
Leaving our Wharf, Macao 1.30 p.m.
1.30 a.m.

On the 23rd inst.:
Leaving our Wharf, Hongkong 8 a.m.
Leaving our Wharf, Macao for Canton (and not for Hongkong) 9 p.m.

CHEUNG ON STEAMBOAT CO., LD.
222, Des Voeux Road Central,
Hongkong, 18th October, 1907. 1678

SANTARY BOARD OFFICE, HONGKONG.

TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYE-LAWS (as amended), every domestic building or part of such building within the Central Division of the City of Victoria, and the Western Division of Kowloon, occupied by members of more than one family must be CLEANSED and LIME-WASHED THROUGHOUT by the owner during the months of September and October.

N.B.—The word "throughout" used in this notice means that the houses should be lime-washed in respect of all the walls of each room and staircase, all outside partitions, stair casings and stair linings, all ceilings and the undersides of roofs built in main buildings, offices and servants' quarters and inclusive of verandahs.

The backyard should have its containing walls lime-washed up to the level of the first floor.

Carved, painted or polished woodwork in good condition, however, need not be lime-washed, but must be Cleaned.

The Central Division of the City lies between Gilman Street and Peel Street on the East and Tank Lane and Cleary Street on the West. Kan-lung is divided into the Eastern and Western divisions by Robinson Road and a straight line drawn from the North and thereof through the Yanmat service Reservoir to the Northern boundary of Kan-lung.

G. A. WOODCOCK,
Secretary.

Dated this 1st day of October, 1907. 1617

THE TRADE MARKS ORDINANCE, 1888.

APPLICATION FOR REGISTRATION OF A TRADE MARK.

NOTICE IS HEREBY GIVEN that WONG HI and WONG LO CHUEN trading as WONG KWONG HING CHEE of Victoria in the Colony of Hongkong, have on the 3rd day of September, 1907 applied for the registration in Hongkong in the Register of Trade Marks of the following TRADE MARK:

"A Hexagonal figure having in its centre the representation of a Globe upon which appear the Four Continents Europe, Asia, Africa and North America and South America on the right hand side of such representation appear in Chinese characters the words 'THE GLOBE' and above the said representation appear in English characters and Chinese characters the words 'WONG KWONG HING CHEE' and above 'and characters appear a Chinese historical picture containing 10 persons. Beneath the representation of the said Globe appears another Chinese historical picture containing '3 persons' in the names of the Wong Kwong Hing Chee who claim to be the Proprietors thereof."

The Trade Mark has not hitherto been used by the Applicants but they intend forthwith to use the same in respect of

FIRE CRACKERS of ALL KINDS AND SIZES IN CLASS 20.

A Facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong and also at the Office of the undersigned.

Dated this 16th day of September, 1907.
DEACON, LOOKER & DEACON
1, Des Voeux Road Central,
Victoria, Hongkong,
1534 Solicitors for the Applicants.

THE TRADE MARKS ORDINANCE, 1888.

NOTICE IS HEREBY GIVEN that

MESSRS. BARRETT & CO. formerly of Nos. 22 and 24, Bank Buildings, but now of No. 3, Queen's Buildings, Victoria, Hongkong, Merchants and Commission Agents, have on the 10th day of April, 1907, applied for the registration in Hongkong in the Register of Trade Marks of the following TRADE MARKS:

(1) A Buckled Ring with the representation of a Globe, within the Ring, across the Globe are the words "地球記" in Chinese, meaning "The Globe is used as a Mark."

(2) A label showing a closed fist with the thumb pointing upwards holding a Scroll in the name of Barrett & Co. who claim to be the Sole Proprietors thereof.

The Trade Marks are used by the Applicants in respect of the following goods:

POUR IN CLASS 42.

Facsimiles of the Trade Marks can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 18th day of September, 1907.
D'ALMEIDA & SMITH,
Solicitors for the Applicants.

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-DAY (SATURDAY), the 19th October, 1907, at 2.30 P.M., at their SALES ROOMS, No. 8, Des Voeux Road, (Corner of Ice House Street), A LARGE ASSORTMENT OF JAPANESE CURIOS, Comprising—

IVORY CARVINGS, SILK EMBROIDERED HAND BAGS and MONEY PURSES, MAKUDZU VASES and BOWLS, KINKOSAN SATSUMA VASES and INCENSE BURNERS, BEADS and BRONZE CARVED VASES and BOWLS, SILK EMBROIDERED SCREENS, MOTHER-OF-PEARL INLAID SCREENS, KAGA TEA SETS, &c., &c. Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers,
Hongkong, 17th October, 1907. 1674

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, ON TUESDAY, the 22nd October, 1907, at 11 a.m., at their SALES ROOMS, No. 8, Des Voeux Road, Corner of Ice House Street, 100 Dozens SLAZINGER 1907 CHAMPIONSHIP TENNIS BALLS, 44 DOHERTY and 35 RAMSAY RACQUETS.

TERMS:—As Usual.

HUGHES & HOUGH,
Auctioneers,
Hongkong, 15th October, 1907. 1650

TO LET

TO LET.

"STONHEVED" 35, Robinson Road.
Nos. 27, 29, 31 and 33, SEYMOUR ROAD.
Apply to—
SAM WANG CO., LTD.,
31, Queen's Road Central,
Hongkong, 22nd July, 1907. 1103

TO LET.

TO LET.

FIRST Class European Houses, Lochiel Terrace and Humphreys Avenue Kowloon.
Apply to—
HEWAN & CO.,
Care of China Merchants S. N. Co.
Hongkong, 1st October, 1907. 1590

TO LET.

TO LET.

"HATHERLEIGH", CONDUIT ROAD.
OFFICES in KING'S BUILDING and YORK BUILDING.
GODOWNS in PRATA EAST.
A HOUSE in CLIFTON GARDENS, Conduit Road.
FLATS in MORSTON TERRACE.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st October, 1907. 1160

TO LET.

TO LET.

SHOPS and FLATS in Des Voeux Road Central.
No. 14, SALISBURY AVENUE, Kowloon.
No. 3, EAST TERRACE, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LD.
Hongkong, 15th July, 1907. 1155

TO LET.

TO LET.

"GLENWOOD" CAINE ROAD, suitable for a Boarding house or Club. Containing 21 Rooms.
BEACONFIELD ARCADE, Fine Offices and Dwelling Rooms.
No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Calbrook Macgregor).
OFFICES in Queen's Road Central.
BELLIS TERRACE HOUSES, ROBINSON ROAD.
"THE EYRIE" Peak (Furnished) for 3 months from 1st September, 1907. Cheap Rental.
BISHOP'S LODGE SOUTH (PEAK) Partly Furnished, Immediate Possession.
No. 1, MOUNTAIN VIEW (PEAK) Furnished. For 4 or 5 months from 1st December, 1907.
No. 6, DES VOEUX VILLAS (PEAK).
No. 2, BEACONFIELD ARCADE.
No. 55, ELGIN STREET (Corner House).
Apply to—
LINDSEY & DAVIS,
3rd Floor, Alexandra Building,
Hongkong, 25th September, 1907. 1102

TO LET.

TO LET.

LARGE and SPACIOUS GODOWNS Nos. 9, 9A, 9B, 9C and 10, PRATA EAST, formerly in the occupation of the Admiralty.
Apply to—
HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st October, 1907. 809

TO LET.

TO LET.

NO. 2, HOLLYWOOD ROAD.
Apply to—
ARRATON V. APCAR & Co.,
45, Wyndham Street,
Hongkong, 2nd March, 1907. 491

TO LET.

TO LET.

NO. 2, MACDONNELL ROAD.
Apply to—
COMPRADORE'S DEPARTMENT,
Nippon Yusen Kaisha,
Hongkong, 3rd June, 1906. 97

TO LET.

TO LET.

ONE FOUR ROOMED HOUSE at Praya East, near East Point.
Apply to—
JARDINE MATHESON & CO., LTD.
Hongkong, 24th June, 1907. 1104

TO LET

TO LET

IMMEDIATE POSSESSION.

GODOWNS Nos. 95, 96, 97 and 101, Praya East.
Apply to—
CHATER & MOKY,
Hongkong, 20th June, 1907. 1089

TO LET.
NO. 5, ORMSBY TERRACE, Kowloon.
Cheap Rental.
Apply to—
SPANISH PROCUATION,
Hongkong, 18th October, 1907. 1677

TO LET.
OFFICES in ALEXANDRA BUILDINGS.
Apply to—
SECRETARY,
A. S. Watson & Co., Limited,
Hongkong, 23rd April, 1907. 1900

TO LET.
NOS. 2 and 5 Observatory Villas, Kowloon. Moderate Rental. Tennis Court and Electric Lights.
Possession 1st November, 1907.
Apply to—
ARRATON V. APCAR & CO.,
45, Wyndham Street,
Hongkong, 5th October, 1907. 1620

TO LET.
TANG YUEN 18A and 18B, Macdonnell Road, two storied Houses with Bath-rooms, &c., at moderate rental.
Apply to—
WING CHEONG CHAN,
3 Connaught Road West,
Hongkong, 16th October, 1907. 1662

TO LET.
TWO GODOWNS, No. 7, Wanchai Road, and No. 3, Praya East, at moderate rental.
Apply to—
WANCHAI GODOWN CO.,
Wing Cheong Chan, Agent,
3, Connaught Road West,
Hongkong, 16th October, 1907. 1663

TO LET.
HOUSES in AUSTIN AVENUE, Kowloon.
Apply to—
E. D. SASSOON & CO.,
Compradore Department,
Hongkong, 22nd August, 1907. 1932

TO BE LET.
SHAMEEN—CANTON No. 24.
From the 1st January, 1908, Premises now occupied by the East Asiatic Trading Company.
Apply to—
JEBSEN & CO.,
Hongkong, 10th July, 1907. 1197

TO LET.
NO. 33, CAINE ROAD.
AUCTION ROOMS, No. 2, Zeland Street, No. 2, FAIRVIEW, ROBINSON ROAD, Kowloon.
Apply to—
LEIGH & ORANGE,
1, Des Voeux Road,
Hongkong, 9th October, 1907. 94

TO LET.
THE WHOLE of the SECOND FLOOR of No. 31, Queen's Road Central, (opposite the General Post Office). The Rooms are light, spacious and well ventilated; 13 in number, besides kitchen, pantry, bathroom, servants' quarters etc. Very moderate rent. Immediate possession. Apply to—
YEE SANG FAT & CO.,
Same Address,
Hongkong, 7th October, 1907. 1627

TO LET.
A HOUSE in KNOTSFORD TERRACE KOWLOON.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st October, 1907. 192

TO LET.
OFFICE, Large Front Room, on First Floor No. 19, Queen's Road Central.
Apply to—
KELLY & WALSH, LTD.,
Hongkong, 14th October, 1907. 1657

TO BE LET.
A 8 from the 1st August next, No. 5, MORRISON HILL.
Apply to—
MESSRS. JARDINE, MATHESON & Co., Ltd.,
Hongkong, 1st July, 1907. 1151

TO BE LET OR SOLD.
WITH POSSESSION FROM 1st JUNE—IN WANCHAI ROAD.
GODOWN, built of brick, with tiled roof, just thoroughly repaired, about 4000 square feet space, concrete flooring. Su table for storage of any kind of merchandise.
Apply to—
Care of "Daily Press" Office,
Hongkong, 3rd May, 1907. 870

TO LET.
A 9 ROOM HOUSE, with Tennis Lawn and out-houses.

THE WORLD'S CHAMPION CLUB SWINGER.



Unfailing Vigour and Endurance—

To be supreme in one thing, to do it better than anyone else, is to enjoy that sense of power which comes to every man who has battled triumphantly into the front rank. Many men get into the front rank, but few stop there, because the spirit has left them, and they are forced to hold the position, when there is an individual man who knows, more than anyone else, how to keep to the front, that man is Tom Burrows, the World's Champion Club Swinger, whose feats of physical prowess are monuments of endurance and vigour, and whose emphatic assurance that he would certainly have broken down but for a few timely doses of Phosferine, embodies experience which practical folk should profit by. Tom Burrows can do one thing better than anyone else, he has won his way into the front rank, and has the endurance and energy to stay there, and when he and other famous present day athletes state that "Phosferine increases one's powers of endurance magnificently, and enables one to withstand the effects of fatigue," it is irresistible proof of the tonic's extraordinary energising properties.

How Acquired and Retained.

TOM BURROWS, the World's Champion Club Swinger, writes:—"I am constantly being asked how it is I manage to go on swinging my clubs for 50 and 60 hours without rest, and yet apparently without showing any signs of nervous exhaustion. I have found it very difficult to get properly to sleep after completing a long swing, owing to a mechanical muscular action which sets my arms swinging again as soon as I have dropped off. Of late I have not been troubled so frequently in this manner, not even after my two and a half days (614 hours) swing at Olympia on January 23-25, for the World's Championship. I chiefly ascribe this recent improvement to the wonderful beneficial effect which Phosferine has always exerted, both before and after any one of my feats. I must confess there were times when I should certainly have broken down but for a few timely doses of Phosferine. The tonic winds me up in a manner of speaking, and undoubtedly increases my powers of endurance magnificently, and also enables me to withstand the effects of fatigue surprisingly well. At Buenos Ayres, in June 1906, I swung 4lb. clubs for 59 continuous hours, and immediately continued without a stop in an extra two hours display and fancy club swinging contest against Macrae. I won that match, but it was a close call, and I am convinced that without a dose or two of Phosferine I could never have got through. I leave for South Africa tomorrow, and have some big matches there, and I am taking Phosferine with me."—July 9, 1907.

PHOSFERINE

The Greatest of all Tonics.

A PROVEN REMEDY FOR

Nervous Debility, Neuralgia, Premature Decay, Lassitude, Exhaustion, Stomach Disorders, Brain-Fag, Rheumatism, Headache, Hysteria, Indigestion, Backache, Mental Exhaustion, Fatigue, Sleeplessness, and all disorders consequent upon a reduced state of the nervous system.

The Remedy of Kings

Phosferine has been supplied by Royal Commands

To the Royal Family, H.M. the Queen of Russia, H.M. the Dowager Empress of Russia, H.M. the Emperor of China, and the Principal Royalty and Aristocracy throughout the world. Proprietors: Ashton & Parsons, Ltd., La Belle Sauvage, Ludgate Hill, London, England. Price in Great Britain, bottles, 1/6, 2/6 and 4/6. Sold by all Chemists, Stores, &c. The 2/6 size contains nearly four times the 1/6 size.

JOINT STOCK SHARES.

Messrs. Vernon & Smyth say in their weekly share report, dated Hongkong 18th October 1907—"Without any material increase in the volume of business, we have to report considerable more movement in the market, and it is only the disinclination of holders of stocks to meet the incipient demand which has prevented a comparatively fair business from having been put through. Rates in most, and in some important cases, have improved, and all have ruled fairly steady to strong. The continued fall in sterling exchange is responsible to some extent for this improved tone of the market, but other reasons have in some few cases assisted the rise in rates. Exchange on London closes at 2/6-5/8, for T.T. On Shanghai at 731.

BANKS.—Hongkong and Shanghai have improved in Hongkong to \$665, for old, add to 600 for new shares, after sales at \$360, and 600 for the old issue, while the London market remains unchanged at 477 1/2, the market closing with local buyers at quotations. Nationals remain unchanged and without business.

MARINE INSURANCES.—Unions have improved without business to \$765 and close in demand at that rate. North China have found further buyers at 75, and more shares could be placed without difficulty. Yangtze continue with sellers and without business, and Canton are still on the market with no sales to report. FIRE INSURANCE Hongkongs have found further buyers at \$300, and close steady at that rate. China have been placed at 86, also closing steady.

SHIPPING.—An enquiry for Hongkong, Canton and Macao has resulted in sales at \$27, and the market closes with further buyers at that rate. Indo China remain weak and unchanged at quotations, with only local business to report. The London rates are unchanged. Star Ferry, both old and new, also China Manilla are in demand at quotations without bringing any shares on the market. Douglas, continue at the nominal rate of 37 1/2.

REFINERIES.—China Sugars have improved, after sales at 98, 100 and 102 to 105, with reported buyers at the last rate. Lurons continue neglected.

MINING.—With the exception of a slight weakness in Baubas, which are on offer at time of closing at 24 we have nothing to report under this heading.

DOCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Docks have been in a small demand, and the rate has risen to 102 with sales, closing with buyers. Kowloon have found buyers at 67, closing with sellers at 67 1/2. Shanghai Docks receded in the North during the week to 72, but close a little better with sales at 73. Hongkong Wharves have also declined in the North and are quoted at the close at 200 sellers. Amoy Docks remain neglected.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands continue quiet, and we have no sales to report. Kowloon Lands remain on offer at 36, without sales. Hotels and Humphreys are enquired for at quotations, but we have heard of no business. West Point continues without attention at 48.

COTTON MILLS.—Internationals have declined in Shanghai to 53, and Lau Kung Mows to 290. Other Cottons call for no attention.

MISCELLANEOUS.—China Horneas have been the medium of a fair business at 10 and 10 1/2, and small sale is reported at 10 1/2. The market closing steady at 10 1/2. Cements after sales at 11, 11 1/2, 11 1/2, close firm at the last rate, with the possibility of a slightly higher rate being paid. Teas, China Lights and Watsons have changed hands at quotations. Electric, Peak Trams, Ropes, and Powsells are enquired for at quotations, the last after small sales at 5 and 5 1/2.

CHURCH SERVICES.

St. John's Cathedral, Hongkong.—October 20th, Sunday, 21st after Trinity. Holy Communion (7.30 a.m.), Matins (11 a.m.) (Full Choir). Responses, Feriat, Venite, Turney, Psalm: of the 20th morning; Te Deum, Stand in B. flat; Benedictus, Gaudet in G. Anthem: "O Saviour of the World." Goss; Holy Communion (12 noon). Kyrie, Adam in F. Hymns, 243, 389 (Time 5.30). The Preacher at Matins will be the Rev. J. H. France, M.A. Evensong at 6.30. Responses, Feriat, Psalm: of the 20th evening; Magnificat, Compline (12th morning), Nunc Dimittis, Hallelujahs, 288, 176 and 21.

N.B.—Psalm 102, Verses 1, 2, 12, 15, 21, 25, 28 in unison. 103 Verses 1, 8, 17, 19, 21, 22 in unison. St. Peter's Church, Queen's Road, West.—21st Sunday after Trinity. Morning Prayer 11 a.m. Venite, Turney, Te Deum, Russell, Hymns, 53, 443, 537 and 233; Kyrie, Arnold. Holy Communion 12.15. Evening Prayer 6.30. Magnificat, Rye; Nunc Dimittis, A. Barnby; Hymns, 10, 235, 402 and 299.

The Church launch, Dayspring, will call on ships carrying white crews, to bring friends ashore to the services, between 9.15 and 10.30 a.m., and between 5.15 and 6 p.m. (Kowloon Police Pier 0.30 and 6), returning afterwards. All the sittings are free and unappropriated. Visitors welcome. Hooks, &c. provided.

Sunday School 10-10.45 a.m. St. Andrew's, Kowloon.—(Robinson Road, near British School). Sundays:—Holy Communion 1st and 3rd Sundays in month at noon; 2nd and 4th Sundays at 8 a.m.; 3rd Sundays at 7 p.m. Morning Prayer and Sermon at 11 a.m. Evening Prayer and Sermon at 6 p.m.; Children's Service (and Baptisms, if necessary) on 3rd Sundays, at 3 p.m.; Sunday School at 3 p.m. on remaining Sundays. Wednesday:—Shortened Evening Prayer, with address at 6 p.m.; Congregation practice of Hymns, &c. at 6.45. "Hymnal Companion" used and provided. All seats are free after the commencement of service. Appropriated sittings are reserved up to that time only. Churchings before or after any of the services and Baptisms at special times, by appointment with the chaplain. The Church is open daily until sunset, and can be used for Prayer and Meditation.

St. Joseph's Church, Garden Road (Roman Catholic).—Mass, Benediction and Sermon in English, at 10 a.m. At the Hongkong Hotel this evening the dinner menu will be as follows:—

EXCURSIONS TO MACAO.

THE Fast and Splendid Steamer of the COMPAGNIE FRANCAISE DES Lignes ET DE L'EXTREME ORIENT will make the following Excursion. Trips to and from Macao viz:—

	Leave Hongkong	Leave Macao
SATURDAY, 19th October.		
"CHARLES HARDOUIN"	3 P.M.	
SUNDAY, 20th October.		
"CHARLES HARDOUIN"	8 A.M.	10 A.M.
"PAUL BEAU"		8.30 P.M.
MONDAY, 21st October.		
"PAUL BEAU"	8 A.M.	2 P.M.
TUESDAY, 22nd October.		
"CHARLES HARDOUIN"	8 A.M.	2 P.M.

Return tickets are available by the Company's steamers on any day during the excursions. Meals and refreshments supplied on board. The steamers will be berthed at the Company's Wharves, both here and at Macao. Passages can be booked at the Office of the Undersigned or on board. For Further Particulars, please apply to—

BARRETT & CO., Agents.

Hongkong, 17th October, 1907.

FIGHTING A TRUST.

ATTEMPT TO DISSOLVE THE STANDARD OIL COMPANY.

The great fight of the Federal Government against the Standard Oil Trust was brought to a climax on September 17th, when the hearing of the suit for the dissolution of the Standard Oil Company of New Jersey and seven subsidiary companies began before a crowded court. The New Jersey corporation is the parent company, and the others control the business of the trust in various States.

Mr. Henry H. Rogers, the actual head of the trust, who tried vainly to induce President Roosevelt to modify his attitude towards the Standard Oil Company, will not be able to testify. He is suffering from a stroke of paralysis, and is not permitted to transact any business. The witnesses included Mr. E. C. Benedict, head of the Manhattan Oil Company, which was absorbed by the trust nine years ago, and Mr. Charles M. Pratt, secretary and director. Their evidence showed only a limited knowledge of the business.

Mr. John D. Rockefeller will probably be one of the principal witnesses. The Federal lawyers wish to cross-examine him on a number of matters connected with the Trust.

Demands have been made to influence the Federal Government to abandon its campaign against the trust. The prosecution has caused great activity among the trust officials.

Mr. Rockefeller, who has not visited the Standard Oil offices for eight years, called there several times recently, and is evidently taking a much more active part in affairs than heretofore.

A Ruter New York message states that, according to one of the witnesses, the gross assets of the New Jersey Company had increased from \$4,658,324 in 1895 to \$74,332,906 in 1906, and that in the same period the total profits aggregated \$93,063,137, from which dividends amounting to \$61,671,886 were paid.

That the Standard Oil Company should have made profits in seven years of close upon \$100,000,000 furnishes material for amazement and discussion among the American public, but this vast amount, unparalleled probably in the history of any other industrial corporation, is only a "fair return" nowadays on the capital invested. That is the statement made by the assistant controller of the Standard Oil Company, who was examined to-day in the Federal suit brought against the company. No books were produced, but Standard Oil officials say that they are prepared to disclose everything. According to the New York World, the profits of the Oil Trust in one year worked out at 1,000 per cent, and the unexampled fine of \$5,848,000 recently imposed on the company for alleged illegal practices in "murdering competition" is really a mere trifle.

To soothe the Skin
smearing under the effects
of a tropical sun

Calvert's Prickly Heat Soap

is specially adapted. Though indispensable in cases of Prickly Heat (whence its name) and other irritation of the skin, it is also popular for bath and general toilet use all the year round, being antiseptic (10% Carbolic), perfumed and refreshing.

Sold by local Chemists and Storekeepers.
Made by F. C. Calvert & Co., Manchester, Eng.

MAKES THE SKIN
as SOFT as
VELVET
Sarola
Removes all
ROUGHNESS,
REDNESS, HEAT,
IRRITATION, TAN, and
KEEPS THE SKIN
SOFT, SMOOTH, and WHITE
ALL THE YEAR ROUND.
Delightfully COOLING & REFRESHING
during the summer.
Bottles 1/6, 1/3, and 2/6 each.
M. BEETHAM & SON, Cheltenham.
1323

CLARKE'S
B. 41.
PILLS.

A warranted cure for all acquired or constitutional Discharges from the Urinary Organs in either sex. These famous Pills also cure Gravel, Gains in the Back and all Kidney Disorders. Free from mercury. Forty years' success. Sold by all Chemists and Storekeepers throughout the world.

TRANSLATED NOVELS (some illustrated, Acrostics, Photos; catalogue free, or with sample, 2d. (letter postage).—A. DE SAILLE, 20, Rue de la Michodière, Paris. 126

LEA and PERRINS' SAUCE



Assists digestion and gives a delightful piquancy and flavour to all

MEAT DISHES, SOUPS, FISH, CHEESE, CURRIES, GAME, POULTRY & SALADS.

The Original & Genuine.
Worcestershire.



NEW LABEL FOR

WATSON'S "E" WHISKY



NOTE:—THE BORDER AND TRADE MARKS ON THE LABEL ARE IN GOLD; THE LETTER "E" LITHOGRAPHED IN BLACK, IS ALSO SHADDED IN GOLD; WHILE THE THREE CENTRAL LINES "WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY" ARE LITHOGRAPHED IN RED; THE OTHER PORTIONS OF THE LABEL ARE IN BLACK. THE CAPSULE ALSO BEARS FACSIMILE SIGNATURE. 1156

When buying Lime Juice Buy the Best.

"Montserrat" Lime Juice.

"MONTSERRAT" is prepared from cultivated limes, and is always fresh and pleasant to the taste. Mixed with plain or aerated water, it makes a cooling, refreshing, healthful drink. Try a dash of "Montserrat" in your whisky and soda.

There are two kinds—

Unsweetened, i.e., Plain Lime Juice; Sweetened, i.e., Lime Juice Cordial.

Agents—A. S. WATSON & Co., Ltd., Hong-Kong.

MASTERS, Ltd., save you 4/- in the £, and supply you with a better article than you can buy elsewhere.

We are makers of **ENGAGEMENT AND DIAMOND GEM RINGS.**

Here is a specimen of our MARVELLOUS VALUE

No. 1. Ruby Centre and Diamonds. Set in Solid 18ct. Gold. Price 60/-

Or send 30/- now and pay 30/- when you receive the Ring. We guarantee safe delivery to any part of the world.

CATALOGUE of Watches, Rings, &c., Post Free

HONG KONG

Solid Gold Initial Rings. Any Initial in Rubric, Pearl or Emerald, set in Solid 18ct. Gold. 18 carat Gold, 60/-

Send for Ring Booklet, Post Free.

No. 2. 18ct. Gold. No. 3. 18ct. Gold. No. 4. 18ct. Gold. No. 5. 18ct. Gold. No. 6. 18ct. Gold. No. 7. 18ct. Gold. No. 8. 18ct. Gold. No. 9. 18ct. Gold. No. 10. 18ct. Gold. No. 11. 18ct. Gold. No. 12. 18ct. Gold. No. 13. 18ct. Gold. No. 14. 18ct. Gold. No. 15. 18ct. Gold. No. 16. 18ct. Gold. No. 17. 18ct. Gold. No. 18. 18ct. Gold. No. 19. 18ct. Gold. No. 20. 18ct. Gold. No. 21. 18ct. Gold. No. 22. 18ct. Gold. No. 23. 18ct. Gold. No. 24. 18ct. Gold. No. 25. 18ct. Gold. No. 26. 18ct. Gold. No. 27. 18ct. Gold. No. 28. 18ct. Gold. No. 29. 18ct. Gold. No. 30. 18ct. Gold. No. 31. 18ct. Gold. No. 32. 18ct. Gold. No. 33. 18ct. Gold. No. 34. 18ct. Gold. No. 35. 18ct. Gold. No. 36. 18ct. Gold. No. 37. 18ct. Gold. No. 38. 18ct. Gold. No. 39. 18ct. Gold. No. 40. 18ct. Gold. No. 41. 18ct. Gold. No. 42. 18ct. Gold. No. 43. 18ct. Gold. No. 44. 18ct. Gold. No. 45. 18ct. Gold. No. 46. 18ct. Gold. No. 47. 18ct. Gold. No. 48. 18ct. Gold. No. 49. 18ct. Gold. No. 50. 18ct. Gold. No. 51. 18ct. Gold. 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No. 337. 18ct. Gold. No. 338. 18ct. Gold. No. 339. 18ct. Gold. No. 340. 18ct. Gold. No. 341. 18ct. Gold. No. 342. 18ct. Gold. No. 343. 18ct. Gold. No. 344. 18ct. Gold. No. 345. 18ct. Gold. No. 346. 18ct. Gold. No. 347. 18ct. Gold. No. 348. 18ct. Gold. No. 349. 18ct. Gold. No. 350. 18ct. Gold. No. 351. 18ct. Gold. No. 352. 18ct. Gold. No. 353. 18ct. Gold. No. 354. 18ct. Gold. No. 355. 18ct. Gold. No. 356. 18ct. Gold. No. 357. 18ct. Gold. No. 358. 18ct. Gold. No. 359. 18ct. Gold. No. 360. 18ct. Gold. No. 361. 18ct. Gold. No. 362. 18ct. Gold. No. 363. 18ct. Gold. No. 364. 18ct. Gold. No. 365. 18ct. Gold. No. 366. 18ct. Gold. No. 367. 18ct. Gold. No. 368. 18ct. Gold. No. 369. 18ct. Gold. No. 370. 18ct. Gold. No. 371. 18ct. Gold. No. 372. 18ct. Gold. No. 373. 18ct. Gold. No. 374. 18ct. Gold. No. 375. 18ct. Gold. No. 376. 18ct. Gold. No. 37

SHIPPING.

ARRIVALS.

ACARA, British str., 3,174, Wm. Hume, 18th October—New York 27th August, Oil—Standard Oil Co.
 CHILLI, British str., 1,185, Warrack, 17th October—Haiphong 11th, Pakhoi 13th and Hailow 16th Oct., General—Butterfield & Swire.
 DEBIGHSHIRE, British str., 2,488, W.A. Evans, 18th Oct.—London 31st August, General—Shewan, Tomes & Co.
 KIU KIANG, British str., 18th October—Canton.
 KWANTAN, Chinese str., 18th Oct.—Canton.
 LAUREN, British str., 1,300, J. B. Jackson, 18th October—Saigon 13th Oct., Rice—Chinese.
 LUCHOW, British str., 18th October—Canton.
 MONTREAL, British str., 3,933, S. Robinson, 18th Oct.—London 15th Oct., General—B.C.
 NAGASAKI, British str., 1,892, Kissimoff, 18th October—Shanghai 16th Oct., General—Melchers & Co.
 PARLAT, German str., 1,018, J. Wenzel, 17th October—Bangkok 14th October, Rice—Butterfield & Swire.
 SITHONIA, German str., 4,335, Brehmer, 18th October—Hamburg 6th Sept., Singapore 12th Oct., General—Hamburg-Amerika Linie.
 TAMBOR, British str., 1,350, A. W. Outerbridge, 18th Oct.—Manda 15th Oct., Hemp and General—Butterfield & Swire.
 TUBURKAN, Japanese str., 4,128, K. Shimizu, 17th October—Kobe 12th Oct., Coal—Mitsui Bussan Kaisha.

CLEARANCES

At the Harbour Master's Office.
 18th October.
 Denbighshire, British str., for Shanghai.
 Hitachi Maru, Japanese str., for Yokohama.
 Hongkong Maru, Jap. str., for San Francisco.
 Luchow, British str., for Shanghai.
 Minerva, American str., for Shanghai, &c.
 Oceana, British str., for Europe, &c.
 P. Waldermar, German str., for Yokohama.
 Shanno Maru, Japanese str., for Saigon.
 Ute, Norwegian str., for Saigon.
 Yafre, British str., for Manila.

DEPARTURES.

18th October.
 ANTILOCHUS, British str., for Singapore.
 ARGADIA, British str., for Shanghai.
 CHOWA, German str., for Bangkok.
 CHOWANG, British str., for Shanghai.
 GLENKIN, British str., for Kuchinotzu.
 HAJMUN, British str., for Swatow.
 HELMKE, German str., for Hailow.
 HONGKONG, French str., for Haiphong.
 ISTOK, Austrian str., for Bombay.
 KAIYUNG, British str., for Hailow.
 MATRIDE, German str., for Hailow.
 PALERANG, Dutch str., for Canton.
 SONGU MARU, Japanese str., for Swatow.
 THUMPHI, German str., for Haiphong.
 YURNS-NO, British str., for Manila.

SHIPPING REPORTS.

The British str. *Laertes* reports: Moderate E. to N.E. wind, moderate sea and heavy rain during voyage.
 The British str. *Tamara* reports: Light to moderate N.E. breeze and moderate N.E. sea, the clear weather.

VESSELS IN DOCK.

October 18th.
 ABERDEEN DOCKS.—*Deli*, *Manban*, H.M.S. *Liart*, *Sotom*, *Kajabari*, *Fronto*.
 COSMOPOLITAN DOCKS.—*Lyndhurst*.

VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
 For SYDNEY AND MELBOURNE.
 Calling at PORT DARWIN, and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.
 THE AMERICAN AND ORIENTAL LINE.
 FOR NEW YORK.
 (With Liberty to Call at the Malabar Coast.)

THE Steamship
 "EMPIRE,"
 Captain Evans, will be despatched as above on SATURDAY, the 26th Oct., at Noon.
 This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 This Steamer is installed throughout with the Electric Light.
 A Stewardess and a duly qualified Surgeon are carried.
 N.B.—To secure the additional comfort of passengers the Steamer of the Company have electric fans fitted in staterooms.
 For Passage, apply to
 GIBB, LIVINGSTON & Co.,
 Agents.
 Hongkong, 1st October, 1907. 1595

THE AMERICAN AND ORIENTAL LINE.
 FOR NEW YORK.
 (With Liberty to Call at the Malabar Coast.)

THE Steamship
 "HEADLEY,"
 will be despatched for the above Ports on or about SATURDAY, the 26th October.
 For Freight apply to
 ARNOLD KARBBERG & Co.,
 Agents.
 Hongkong, 7th October, 1907. 1512

AUSTRIAN LLOYD'S STEAM-NAVIGATION COMPANY.
 STEAM FOR
 FIUME AND TRIESTE (DIRECT).
 Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.
 Taking cargo at through rates to the BRAZIL, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.

THE Company's Steamship.
 "PERSIA,"
 Capt. P. Craglietto, will be despatched as above on or about SATURDAY, the 26th October, p.m.
 This steamer has capital accommodation for passengers, electric light and carries a doctor.
 For information as to Passage and Freight apply to
 SANDER, WIELE & Co.,
 Agents,
 Princess Buildings,
 Hongkong, 27th September, 1907. 3

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

DESTINATION	VESSEL'S NAME	FLAG & REG.	PORT	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA USUAL PORTS OF CALL.	OCEANA	Brit. str.	—	W. Hayward, R.N.R.	P. & O. S. N. Co.	To-day, at Noon.
LONDON & ANTWERP	MANILA	Brit. str.	—	F. E. Andrews, R.N.R.	P. & O. S. N. Co.	About 23rd inst.
MARSEILLES, &c. VIA PORTS OF CALL.	YARRA	French str.	—	Sellier	MELCHERS & Co.	On 24th inst., at 1 p.m.
MARSEILLES, HAVRE & COPENHAGEN	INDIEN	Dan. str.	—	Hildebrandt	MELCHERS & Co.	To-day.
HAVRE & HAMBURG VIA STRAITS, &c.	BELOARVIA	Ger. str.	k.w.	Bahle	HAMBURG-AMERIKA LINIE	On 30th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	HOHENSTAUFEN	Ger. str.	k.w.	Bahle	HAMBURG-AMERIKA LINIE	On 11th December.
NAPLES, GENOA, ALGIERS, ORAN, &c.	SILVIA	Ger. str.	k.w.	Rud. Meyer	MELCHERS & Co.	On 23rd inst., at Noon.
DUNKERK, BREMEN & HAMBURG &c.	TERVIA	Ger. str.	k.w.	Selmer	HAMBURG-AMERIKA LINIE	On 24th inst.
TRIESTE, &c. VIA SINGAPORE, &c.	HEADLY	Aus. str.	—	P. Craglietto	SANDER, WIELE & Co.	About 26th inst., p.m.
NEW YORK VIA PORTS & SUEZ CANAL	OCEAN MONARCH	Am. str.	—	—	ARNOLD KARBBERG & Co.	About 26th inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EXPRESS OF INDIA	Brit. str.	2 m.	—	SHEWAN TOMES & Co.	On 24th inst., at 4 p.m.
VICTORIA (B.C.) & TACOMA VIA JAPAN	MONTAGUE	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 24th inst., at Noon.
CALLAO AND IQUIQUE, VIA JAPAN PORTS, &c.	KUMERIC	Am. str.	—	D. Baird	DODWELL & Co., Ltd.	End of November.
AUSTRALIAN PORTS VIA PORT DARWIN &c.	KATHERINE PARK	Brit. str.	1 m.	L. Dawson	BUTTERFIELD & SWIRE	On 26th inst., at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	TAIYUAN	Brit. str.	—	Helm	GIBB, LIVINGSTON & Co.	On 26th inst., at Noon.
VLADIVOSTOCK VIA SHANGHAI	EMPIRE	Ger. str.	—	W. von Senden	MELCHERS & Co.	On 26th inst.
KOBE	PRINZ WALDEMAR	Brit. str.	—	—	DODWELL & Co., Ltd.	On 25th Nov., at 4 p.m.
YOKOHAMA AND KOBE	GULF OF VENICE	Brit. str.	—	C. Lindbergh	MELCHERS & Co.	To-day, at 9 a.m.
NAGASAKI & VLADIVOSTOCK	PRINZ WALDEMAR	Ger. str.	k.w.	W. von Senden	HAMBURG-AMERIKA LINIE	On 26th inst.
TIENSIN	KOWLOON	Dut. str.	—	Zwart	JAVA-CHINA-JAPAN LINIE	On 22nd inst., at 4 p.m.
TIENSIN	CHIPPING	Brit. str.	—	E. Moore	BUTTERFIELD & SWIRE	On 22nd inst., at 4 p.m.
CHEFOO & NEWCHWANG	TAIYUAN	Brit. str.	1 m.	F. Forsyth	HAMBURG-AMERIKA LINIE	To-morrow.
SHANGHAI KOBE & YOKOHAMA	KWEIYANG	Brit. str.	1 m.	Dovrou	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
SHANGHAI & CHINKIANG	SITHONIA	Ger. str.	k.w.	K. Brehmer	DAVID SASSOON & Co., Ltd.	On 26th inst., at 4 p.m.
SHANGHAI, YOKOHAMA, KOBE, & MOJI	POCHOW	Brit. str.	1 m.	J. Davies	JARDINE, MATHESON & Co., Ltd.	About 27th inst.
SHANGHAI	JAPAN	Brit. str.	—	W. P. Baker	MELCHERS & Co.	About 27th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	KWONGSANG	Brit. str.	—	E. G. Andrews	MELCHERS & Co.	End of October.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ LUDWIG	Ger. str.	—	C. Buzer	HAMBURG-AMERIKA LINIE	About 10th November.
SHANGHAI, YOKOHAMA & KOBE	CANTON	Swed. str.	—	Bahle	MELCHERS & Co.	Middle of November.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SYRIA	Ger. str.	k.w.	D. C. Gregor, R.N.R.	MELCHERS & Co.	On 22nd inst., at 9 a.m.
SHANGHAI, YOKOHAMA, & KOBE	SIAM	Dan. str.	—	H. A. Wavell	BUTTERFIELD & SWIRE	On 25th inst., at 4 p.m.
NINGPO & SHANGHAI	KIUKIANG	Brit. str.	1 m.	A. E. Hodgins	DOUGLAS LARPAK & Co.	On 25th inst., at 4 p.m.
SWATOW, AMOY & POCHOW	HAICHING	Brit. str.	1 m.	Robertson	BUTTERFIELD & SWIRE	On 1st Nov., at 4 p.m.
SWATOW & SHANGHAI	CHINKIANG	Brit. str.	1 m.	L. D. Northcombe	BUTTERFIELD & SWIRE	To-morrow, at 9 a.m.
SWATOW & SHANGHAI	SHAOHSING	Brit. str.	1 m.	F. Northcombe	BUTTERFIELD & SWIRE	To-morrow, at Daylight.
AMOI & SWATOW & AMOY	YCHOW	Brit. str.	1 m.	H. S. Smith	OAKA SHOKEN KAISHA	On 22nd inst., at 4 p.m.
QUANGOWAN, HOIHOW & HAIPHONG	JOHN MARU	Jap. str.	—	Imbun	BUTTERFIELD & SWIRE	On 25th inst., at 1 p.m.
MANILA	CHILLI	Brit. str.	1 m.	A. Fraser	SHEWAN, TOMES & Co.	On 26th inst.
MANILA	ZAFIRO	Brit. str.	—	A. W. Outerbridge	JARDINE, MATHESON & Co., Ltd.	On 26th inst.
MANILA	TAMING	Brit. str.	—	S. J. Payne	SHEWAN, TOMES & Co.	On 26th inst.
MANILA	LOONGSANG	Brit. str.	—	R. Almond	JARDINE, MATHESON & Co., Ltd.	On 26th inst.
MANILA	RUBI	Brit. str.	—	T. Meyrick	JARDINE, MATHESON & Co., Ltd.	On 26th inst.
MANILA	YUENANG	Brit. str.	—	F. Semblil	JARDINE, MATHESON & Co., Ltd.	On 26th inst.
KUDAT & SANDAKAN	BOENKO	Ger. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	On 26th inst.
SINGAPORE, PENANG & CALCUTTA	KUTSANG	Brit. str.	—	E. J. Buller	JARDINE, MATHESON & Co., Ltd.	On 26th inst.
SINGAPORE, PENANG & CALCUTTA	KUMSANG	Brit. str.	—	Rosa Core	JARDINE, MATHESON & Co., Ltd.	On 26th inst.
SAMARANG & SOERABAYA	ONSANG	Brit. str.	—	de Brouwers	JARDINE, MATHESON & Co., Ltd.	On 26th inst.
JAVA PORTS	TIJAHAI	Dut. str.	—	—	—	Quick despatch.

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
 FOR SINGAPORE, PENANG & CALCUTTA "KUTSANG" ... Saturday, 19th Oct., Noon.
 "CHIPPING" ... Tuesday, 22nd Oct., 4 p.m.
 FOR SINGAPORE, PENANG & CALCUTTA "KUMSANG" ... Thursday, 24th Oct., Noon.
 "LOONGSANG" ... Friday, 25th Oct., 4 p.m.
 FOR SINGAPORE, PENANG & CALCUTTA "ONSANG" ... Saturday, 26th Oct., 3 p.m.
 "KWONGSANG" ... Saturday, 26th Oct., 4 p.m.
 "YUENANG" ... Friday, 1st Nov., 4 p.m.
 REDUCED RATES TO STRAITS AND CALCUTTA.
 Hongkong to Singapore 1st Class, Single \$ 35. Return \$100.
 "These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light."
 Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.
 For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd.,
 GENERAL MANAGERS.
 Hongkong, 19th October, 1907. 18

EAST ASIATIC CO., LD.,
 COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.
 RUSSIAN EAST ASIATIC CO., LD.,
 ST. PETERSBURG & VLADIVOSTOCK.
 SWEDISH EAST ASIATIC CO., LD.,
 GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.
 SUBJECT TO ALTERATION.
 DESTINATION STEAMERS DATE OF SAILING.
 MARSEILLES, HAVRE and COPENHAGEN "INDIEN" On 26th October.
 SHANGHAI, YOKOHAMA and KOBE "CANTON" End of October.
 SHANGHAI, YOKOHAMA and KOBE "SIAM" Middle of November.
 For Further Particulars, apply to MELCHERS & CO.,
 AGENTS.
 Hongkong, 18th October, 1907. 9

HONGKONG-MANILA.
 Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.
 CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.
 STEAMSHIP TONS. CAPTAIN FOR SAILING DATE.
 ZAFIRO 2540 A. Fraser Manila On 19th October.
 RUBI 2540 R. W. Almond Manila On 26th October.
 For Freight or Passage apply to SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.
 Hongkong, 12th October, 1907. 15

HONGKONG-NEW YORK.
 AMERICAN ASIATIC STEAMSHIP COMPANY.
 FOR NEW YORK VIA PORTS AND SUEZ CANAL.
 (WITH LIBERTY TO CALL AT THE MALABAR COAST).
 S.S. "OCEAN MONARCH" ... On 2nd November.
 For freight and further information apply to SHEWAN TOMES & CO.,
 GENERAL AGENTS.
 Hongkong, 14th September, 1907. 16

HAMBURG-AMERIKA LINIE.
PASSENGER SERVICE.

BY the new steamers, "RHENANIA," "HABSBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided WITH ONLY LOWER BERTHS. The cabins are midship and fitted with fans. Laundry on Board. Doctor and Stewardsess carried. These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NANTES in both directions.

OUTWARD.
 FOR SHANGHAI, KOBE, YOKOHAMA.
 SILESIA ... 2nd November.
 SCANDIA ... 2nd December.
 HOMeward.
 FOR THE STRAITS COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH HAVRE, & HAMBURG.
 * HOHENSTAUFEN 30th October.
 SILESIA ... 11th December.

NEXT SAILINGS OUTWARD:
 SITHONIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 20th Oct.
 SILESIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 2nd Nov.
 DOERMUND ... FOR SHANGHAI, KOBE & YOKOHAMA ... 20th Nov.
 SCANDIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 2nd Dec.
 C. FERD. LAEISZ ... FOR SHANGHAI, KOBE & YOKOHAMA ... 14th Dec.

NEXT SAILINGS HOMeward:
 VIA STRAITS, COLOMBO AND ADEN.
 Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTI PORTS, NORTH and SOUTH AMERICAN PORTS, Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports.
 BELGRAVIA ... HAVRE & HAMBURG ... 19th Oct.
 SUEVIA ... DUNKERK, BREMEN & HAMBURG ... 24th Oct.
 * HOHENSTAUFEN HAVRE & HAMBURG ... 30th Oct.
 * SILESIA ... HAVRE & HAMBURG ... 11th Dec.
 * Special attention of intending Passengers is drawn to the splendid accommodation of this Steamer. Saloon and cabin midships. Lighted throughout by electricity. Duly qualified Doctor and stewardess carried. Laundry on board.
 COAST SERVICE.
 KOWLOON ... FOR NAGASAKI & VLADIVOSTOCK ... 28th October.
 Freight and Passengers. 12

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.
 CONNECTING AT TACOMA WITH
 NORTHERN PACIFIC RAILWAY COMPANY.
 PROPOSED SAILINGS FROM HONGKONG FOR
 VICTORIA, B.C. AND TACOMA
 VIA
 MOJI, KOBE AND YOKOHAMA.
 Steamers Tons. Captain. Sailing Date.
 KUMERIC ... 6,332 D. Baird ... On 25th October.
 SHAWMUT ... 9,606 E. V. Roberts ... On 6th November.
 [Cargo only.]
 CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
 CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.
 The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.
 PARCEL EXPRESS TO THE UNITED STATES & CANADA.
 For further information apply to—
 DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 Queen's Buildings,
 Hongkong, 4th October, 1907. 7

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.
 PLYMOUTH AND LONDON.
 THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship.

"OCEANA."
 Captain W. Hayward, R.N.R., carrying His Majesty's Mail, will be despatched from this port for Bombay &c. on SATURDAY, the 19th October, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "BRITANNIA," 6,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuable, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "OCEANA," due in London on 30th November, 1907. Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required. For further particulars, apply to E. A. HEWETT, Superintendent.
 Hongkong, 7th October, 1907. 1

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.
 STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEN, EGYPT, MARSAILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.
 THE Steamship
 "YARRA"
 Captain Sellier, will be despatched for MARSAILLES, on TUESDAY, the 29th October, at 1 p.m.
 Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transhipment at Colombo.
 Cargo also booked for principal places in Europe.
 Next sailings will be as follows:
 S.S. "ERNEST SIMONS" ... 12th Nov.
 S.S. "TUNKIN" ... 26th Nov.
 S.S. "POLYNESIEN" ... 10th Dec.
 S.S. "TOURANE" ... 24th Dec.
 G. DE CHAMPEAUX, Agent.
 Hongkong, 16th October, 1907. 2

THE Steamship

"GULF OF VENICE"
 will be despatched for VLADIVOSTOCK (via SHANGHAI) on SATURDAY, the 26th October.
 For Freight and further particulars, apply to DODWELL & CO., LTD.
 Agents.
 Hongkong, 19th October, 1907. 1648

FOR VLADIVOSTOCK.

THE Steamship

"KATHALINE PARK" 5,000-Tons End of Nov.
 "KASATO MARU" 6,100-Tons Some time in March 1908.
 Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.
 K. MATSUDA, Manager,
 York Building,
 Hongkong, 12th October, 1907. 10

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

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 K. MATSUDA, Manager,
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Hongkong, 19th October, 1907.

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SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"PRINZ LUDWIG"	About Tuesday, 29th October.
MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR"	Thursday, 7th Nov., at Noon.
KUDAT and SANDAKAN	"BORNEO"	Beginning of November.

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Hongkong, 19th October, 1907.

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Hongkong, 1st December, 1906.

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NOTICES TO CONSIGNEES.

S.S. "ERNEST SIMONS"
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Dordogne" from Havre ex s.s. "Dordogne", from Bordeaux ex s.s. "Ville de Rochefort" and "Leroy Lallier" in connection with the above Steamer are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored, at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 3 P.M., To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after MONDAY, the 21st inst., 1907, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 21st inst., 1907, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 21st inst., at 3 P.M.
No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.

Hongkong, 13th October, 1907.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, HULL, LONDON, AND STRAITS.

THE Steamship

"GLENFARN" having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed AT THEIR RISK into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 22nd inst., will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, where they will be examined on the 22nd inst., at 11 A.M.

No claims will be recognized if not presented within 14 days of the ship's arrival.

McGREGOR BROS. & GOW.
Hongkong, 16th October, 1907.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"HITACHI MARU"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, with the exception of plate-cuttings, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 P.M., To-day.

Goods not cleared by the 24th inst., will be subject to rent.

No Fire Insurance will be effected.

All ship-damaged packages must be left in the Godown and Notices of same sent to this Office before the 27th inst., or Claims in connection therewith will not be recognized.

NIPPON YUSEN KAISHA.
Hongkong, 18th October, 1907.

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By CHAS. J. HALC-MBE

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Hongkong, 22nd December, 1902.

MEN-OF-WAR ON THE CHINA AND

JAPAN STATION.

AUSTRIAN.

Kaiser Franz Josef I, Austrian cruiser, 4,300,

Capt. Ferdinand Bublly, Northern Waters

FRENCH.

Allouette, river gunboat, Lieut. Millet, Cochinchina

Argus, gunboat, 123 tons, guns, 5.90 h.p.,

Lieut. Teunel, Canton

Carondelet, gunboat, Lieut. Kerohel, Saigon

Décide, gunboat 845 tons, 10 guns, 1,000 h.p.,

Lieut. Comdr. L'Eost, Haiphong

D'Entrecasteur, French cruiser, 8,000, Capt.

Tréau, Shanghai

Esturgeon, submarine, Saigon

Henri Riviere, gunboat, Lieut. Portier,

Haiphong

Jacqueline, river gunboat, Lieut. La Corolle

Annam-Toulon, reserve

Javeline, destroyer, 350 tons, 7 guns, 300 h.p.,

Lieut. Sages-Duvauvrou, Saigon

Kersint, gunboat, 125 tons, 6 guns, 200 h.p.,

Comdr. Simon, Saigon

Lynx, submarine, Lieut. Armbrester, Saigon

Montebello, cruiser (Flagship of Vice-Admiral

Richard, Commander in Chief), 970 tons

12 guns, 195 h.p., Capt. Maréchal

Monsieur, destroyer, Lieut. Duchonnet, Baie

d'Along

Oly, gunboat, Lieut. Grélier, Yangtze

Pelle, gunboat, Lieut. Marchand, Tongku

Parle submarine, Saigon

Pistole, destroyer, Lieut. de Reinach Werth,

Baie d'Along

Prote, submarine, Lieut. Glorieux, Saigon

Rapier, destroyer, 331 tons, Lieut. Vincent de

Brichignac, Saigon

Redoubtable, battleship, (in reserve) 9347 tons,

8 guns, 671 h.p., Rear Admiral de

Marolles, Saigon

Sabre, destroyer, 330 tons, Lieut. Mallier

Styx, armoured gunboat, 179 tons, 10 guns,

1700 h.p., Dne, Saigon

Surprise, gunboat, 629 tons, 2 guns, 900 h.p.,

Lieut. Roux, Haiphong

Takong, gunboat, Yangtze

Takou, destroyer, Com. Terquem, Saigon

Vauban, torpedo-boat (reserve), 6150 tons, 23

guns, 4500 h.p., Hongay

Vigilant, gunboat,

A CORNER IN GINSENG.

The case of *Leh Tak-chong Co. v. the Korean Government* came before the Korea High Court on September 18th, 23rd and 28th. The Court consisted of a Korean Judge, Korean Assistant Judge and a Japanese Assessor. There were several foreigners present, including the Consul General for Great Britain, France and China.

Mr. d'Auxion de Rotté of Shanghai appeared for the plaintiff company.

In August 1906, a Korean Government official named Chao Chin-shing, Head of the Ginseng Department, came to Shanghai for the signing of a purchase for a quantity of ginseng the personal property of the Emperor of Korea, by whom he was instructed to sell it.

This ginseng was the 30th year's crop, and consisted of 97,000 catties best quality and 13,400 catties second quality, all being stored in the godowns of the Mitsui Bussan Kaisha at Chaofo.

The *Leh Tak Chong Company*, Shanghai, has for several years purchased the Korean crops of ginseng, and is the largest ginseng firm in Shanghai. Originally they purchased through Mr. A. Chazalon, and subsequently through the Mitsui Bussan Kaisha. They were, therefore, well known to the Korean officials, and Mr. Chao entered into negotiations with them on his arrival. Offers and counter-offers were made, and finally a contract was signed on September 12, 1906, between Mr. Chao Chin-shing, acting on behalf of the Emperor of Korea, on the one part, and Mr. Y. Yachang as Managing Director of the *Leh Tak Chong Company* of Shanghai, on the other part.

The conditions of the said contract were as follows:—The sale to Messrs. *Leh Tak Chong Company*, Shanghai, of the 30th year's crop of ginseng for the sum of Y. 1,650,000. Delivery to be effected at Chaofo, in three instalments of equal proportions, the sellers paying all charges up to time of delivery. The first delivery to be taken within three months from date of contract, the buyers paying at the same time the sum of Y. 650,000. The second lot of ginseng to be cleared three months after the above, against a cash payment of Y. 500,000. Delivery of the remaining third to be taken three months later, the buyers paying a further sum of Y. 500,000, thus completing the total of Y. 1,650,000. The seller agrees to make fair allowance for short weight, damaged goods or for inferior quality.

The seller undertakes not to supply any further quantity of ginseng to the China markets during one year from the date of this contract.

The buyers shall have the option of purchasing the 31st year's crop of ginseng, and the seller shall not offer it for sale to other merchants until after the delivery of the present crop, nor without the knowledge and consent of the buyers.

A penalty of Yen 165,000, equal to ten per cent of the full contract price, shall be paid by the party hereto failing to carry out any of the conditions of this contract, to the party demanding fulfillment thereof.

After completion of this agreement, the buyers, Messrs. *Leh Tak Chong Company*, made necessary financial arrangements for carrying out their undertaking. A representative was detached to Seoul with sufficient funds at his disposal in order to take delivery of the first instalment of ginseng. He was detained at Seoul without satisfactory reason being assigned for the delay, and ultimately he was informed that the contract could not be carried out because the Mitsui Bussan Kaisha had declined to deliver ginseng, asserting their right to purchase it themselves at the contract price. The *Leh Tak Chong* agent then demanded payment of the penalty, Yen 165,000 as stipulated in the contract, to which he received the reply that he just look to the Japanese for compensation, as they had compelled the Koreans to ignore the contract.

On October 1, 1906, *Leh Tak Chong* sold another party in Shanghai, 15,000 catties of ginseng under contract to them, at a profit of 17½, 4 per catty, and they are being pressed for delivery, or, in default, for compensation.

Leh Tak Chong Company, therefore, claim from the Emperor of Korea, or his representative, a sum of Yen 165,000 for breach of contract, according to the conditions agreed upon.

About four years ago a similar incident occurred, the buyers being Mr. A. Chazalon, who recovered from the Korean Government a similar breach of contract an indemnity of Yen 200,000.

The defence was that the agreement made at Shanghai was merely a provisional one which was not ratified by the Korean Government and, therefore, was not binding.

Mr. d'Auxion gave the complete facts as stated in the petition and added that Mr. Chao, Korean official who went to Shanghai, had an authority from the high officials of the Imperial Treasury to sign the contract on that basis; this authority consisted of a letter written by Yu Shin-yoon, General Manager of the Ginseng Department, and addressed to Chao, in which he says: "I have talked over with His Majesty and the Ministers of the Imperial Treasury the sale of the ginseng to Messrs. *Leh Tak Chong* of Shanghai; they have given me the order to inform you that the price, Y. 1,650,000 is suitable, therefore, you are asked to sign immediately a contract on that basis the money having to be paid in two instalments." The contract having thus been signed, *Leh Tak Chong Co.* sent a party to Seoul for the purpose of paying the first instalment and taking delivery of a certain quantity of goods, but the representative could not approach any of the officials in Seoul, and he was told, finally, that the contract would not be carried out, the ginseng having been sold for the same price to another company.

Mr. Chao was called and did not deny anything of what was said by counsel, but said that he had received the order to make a contract with a firm in Shanghai; that, in his mind, that contract was only provisional, and ought to have been approved by the Imperial Treasury to become definite.

Mr. d'Auxion—Did you tell the Chinese firm in Shanghai that your Government had made, previously, a contract with the Mitsui Bussan Kaisha?—No, I did not; the Chinese would not have bought the ginseng.

If your purpose was only to find, as you say, a suitable party who would be disposed to buy the ginseng, why did you not get a simple promise to buy, instead of signing a regular contract?—Because the ginseng was in a very bad condition and I was afraid that once the Chinese saw it, they would not like it; therefore, I made them sign a contract.

Did you sign the contract in your own name or as representative of the Imperial Treasury?—As representative.

When the Imperial Treasury wrote to you, bidding you to sign the contract, the officials of that department knew how much the Chinese firm offered for the ginseng and in how many instalments?—Yes, I had let them know beforehand.

And the Imperial Treasury approved everything?—Yes, finally. But, anyhow, it was provided in the contract that it should have to be approved by that department.

Mr. Yu Shin-yoon, General Manager of the Imperial Treasury, was called and said: Mr. Chao was sent to Shanghai by the Imperial Treasury to find a party who should be disposed to give a suitable price for the ginseng on sale; that is why he made a contract with the Chinese firm.

Mr. d'Auxion—Was Chao entitled to sign a contract on behalf of the Imperial Treasury?—Chao wrote to the Minister of the Imperial Treasury and to myself, stating that the Chinese offered Y. 1,650,000 for the ginseng. The Minister said that if the money was paid at once, that price would be accepted. Chao told us that the Chinese would not pay at once, and that they offered Y. 1,650,000, payable in three instalments; then the Minister of the Imperial Treasury saw His Majesty, and then came to tell me that the price and conditions were accepted and told me to write at once to Chao, to order him to make the contract. I did so.

When the contract was signed and when the representative of the Chinese firm came to Seoul for the purpose of paying the first instalment and take delivery of the ginseng, what took place?—I do not know exactly, as I did not see the Chinese; I heard that the Imperial Treasury did not approve of the contract.

For what reason?—The Mitsui Bussan Kaisha offered to pay the same price as the Chinese, and we had to give the ginseng to that Company, as we have a contract with the Mitsui; besides, if we had given the ginseng to the Chinese, we should have had to pay a commission to the Mitsui, as a compensation; so we preferred to deliver the ginseng to the Japanese; this would have been a loss of Y. 80,000 to us.

The commission you are speaking of is 2 per cent, therefore the compensation that you pretend you should have to pay would only have been Y. 33,000, secondly, this commission is paid, not by the Korean Treasury, but by the other party who buys the ginseng; Messrs. Rondon Plaisant paid, in that manner, Y. 20,000 to the Mitsui when they bought the ginseng in 1904. Why did you order Chao to make a contract in Shanghai, and not tell him to come to Seoul with the buyer and make the contract in Seoul?—The ginseng was not in such a good state as the Chinese thought, and if they had seen it they might not have given such a high price. (Laughter.)

Do you know how much the Mitsui Bussan Kaisha offered for the ginseng, before Chao made the contract with the Chinese in Shanghai?—The Mitsui had offered Y. 1,300,000.

And when Chao came back with the other contract, the Mitsui then were willing to pay the same price, that is to say Y. 1,650,000?—Yes.

So that by making that contract in Shanghai the Imperial Treasury benefited to the extent of Y. 350,000 behind the Mitsui's back? (Laughter.)—You cannot say it was a benefit. At this stage the case was adjourned to Thursday, September 26, to examine the contract made in Shanghai. Mr. d'Auxion asked the Court to allow him to bring, as evidence, II. E. Ma Ting Land, Consul General of China; and the Court finally consented.

Mr. d'Auxion asked His Excellency whether he had seen the agreement and reply was given in the affirmative. Counsel then asked the witness if he considered the agreement was a binding one or merely provisional.

The witness replied that he considered it binding because on the one side it was a government agreement and both the Chinese and Korean Governments invariably, to a provisional agreement, added two characters which meant that it was only temporary and must be ratified by that Government before any responsibility was incurred. Those characters were not placed upon the agreement made at Shanghai, and moreover there was one character in the said agreement which signified that it was binding.

Mr. d'Auxion thereupon pressed for a verdict for his clients, but the Court decided to adjourn in order that the evidence might be translated to the Japanese Assessor, for he did not understand Korean, nor did the other members of the Court understand Japanese.

MERCHANT SHIPPING ACT, 1907.

Following is the text of the Act to amend section seventy-eight of the Merchant Shipping Act, 1894, with respect to the defunct of the space occupied by propelling power, as ascertained by the tonnage of a ship. (28th August 1907.)

Enacted by the King's most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows:—

1. The deduction under section seventy-eight of the Merchant Shipping Act, 1894 (in this Act referred to as "the principal Act"), for the space occupied by the propelling power of a ship shall not in any case exceed fifty-five per cent of that portion of the tonnage of the ship which remains after deducting from the gross tonnage any deductions allowed under section seventy-nine of the principal Act: Provided that—

(a) This section shall not apply to steam ships constructed for the purpose of towing vessels so long as they are exclusively employed as tugs, but if and when employed for the carriage of passengers, cargoes, or stores, or using graving docks or places provided for the repairing of vessels the register tonnage on which dues based on register tonnage may be levied by any harbour or dock authority shall be ascertained in manner provided by the Merchant Shipping Act, 1894 to 1906, as amended by this Act; and

(b) This section shall not come into operation until the first day of January nineteen hundred and fourteen in the case of the following ships (in this Act referred to as existing ships), namely, ships constructed, or the construction of which has been commenced, before the first day of May nineteen hundred and seven, and ships a contract for the construction of which has been made before the first day of May nineteen hundred and seven, though the construction has not actually commenced before that date.

2. Nothing in this Act shall affect any power which any dock or harbour authority have under any Act or Order confirmed by Parliament or having the effect of an Act of Parliament to charge tonnage rates, dues, or charges otherwise than on registered or register tonnage.

3. (1) Where, in ascertaining the tonnage of an existing ship, a deduction has been made for the space occupied by the propelling power of the ship greater than the maximum deduction allowed under this Act, the tonnage of the ship shall, before the date on which this Act comes into operation, be ascertained as if the ship, be recalculated on the basis of allowing the maximum deduction under this Act instead of that previously allowed, and the necessary alteration of the particulars and certificate of the registry of the ship shall be made and shall take effect on that date.

(2) The registrar of every port of registry shall make any alteration in the particulars of any ship registered at that port, which is required for the purposes of this section, and shall send notice of the alteration as made to the managing owner of the ship.

(3) The managing owner of the ship, on the receipt of any such notice of alteration, shall forthwith transmit the notice to the master of the ship on receipt of the notice shall produce it to the registrar of the port at which the ship is when the notice is received, if a port having a registrar, and if not to the registrar of the first port having a registrar at which the ship arrives after the notice is received, and the registrar shall alter the certificate of registry of the ship in accordance with the notice.

(4) If the managing owner or master of a ship fails to comply with the provisions of this section, the managing owner or master, as the case may be, shall be liable on summary conviction, in respect of each offence, to a fine not exceeding fifty pounds.

(5) The expression "managing owner" in this section includes any person registered under section fifty-nine of the principal Act in cases where there is no managing owner.

4. This Act may be cited as the Merchant Shipping Act, 1907, and shall be construed as one with the principal Act, and the Merchant Shipping Acts, 1894 to 1906, and this Act may be cited together as the Merchant Shipping Acts, 1894 to 1907.

COSTUME AND CHARACTER.

MISS CONSTANCE COLLIER DISCERN THE PHILOSOPHY OF DRESS.

Miss Constance Collier, who plays Lady Marion Beaumont in "The Sign of the Cross," the drama at Drury Lane, gives in the following interview the best opinion of the effect of stage costume on the mind of the player.

"Do you find that on the stage generally the costume affects the acting?" I put the question abruptly to Miss Collier.

She looked serious and thoughtful.

On foot, as on art, on art as on literature, Miss Constance Collier exhibits her predominant charm—intelligence. She never does anything without it, whether it be to talk, to dress, or to act. Her possession of intelligence and beauty is the measure of her distinction among women. After thinking, she said:—

"Not exactly the acting, but the conduct, perhaps. Dress naturally reflects the manner of the period in which it was worn. Fashion of to-day asks some consideration of its wearer to exploit it to the best advantage. Different attitudes spring inevitably from different garb. Under the stiff Elizabethan stomacher, for instance, one would not be able to bear oneself exactly in the same style as in an early medieval frock. Then, too, under the influence of Eastern and Western refinement the steps and gestures would differ. An actress tries always to suit her actions, her methods, and her moods to whatever age or country the play might belong."

"I suppose it is not so much of an effort?"

"Not stupendous in some cases. I confess to feeling equated directly I get a patch on my cheek—though, to be sure, the early Romans are authentically accredited with wearing patches, and the Fates forbid I should add coquettishness to their traditions. Then, too, when conscious of a Watteau pleat at my back and paniers on my hips, I have an irresistible desire to dance a minuet. Costume does affect one's mood. You cannot imagine dancing a minuet in a kimono, can you?"

"Modern dress no less has an influence on bearing and mood. It is an admitted fact that a woman in the very latest fashion, fitted in the very best manner, feels herself consciously more triumphant, even happier, than when in a costume labelled yesterday. And there is much responsibility attached to the wearing of the latest millinery. And colour—colour has a great power upon me; it can excite or depress me, and everyone I should say, I always feel melancholy when in black."

"In stage dress it is unquestionably wise to suit the costume to the spirit of the act. Choosing a dress, by the way, gives opportunity for representing the most alluring of crimes—egotism—for every gown should be selected primarily with respect to the scene in which it is to appear; secondarily, with respect to the dresses by which it will be surrounded; and, thirdly, with consideration for your own individual figure."

"Does to-morrow show you demonstrating this theory, or what do you wear when repenting?"

"Gray clothe de Chine."

"Tell me how you like the privilege of once again to come to the heights of Shakespeare to the depths of melodrama?"

"Why call them depths?" said Miss Collier.

"Why not breadth? It is very broad, this work, and very delightful to me in consequence. It excites and interests me, it is—coulon-porary; I cannot think of a better word. Not alone does it march with the times—it represents the times. It is quick with life of the hour."

"Do you ever make your own gowns for the stage?"

"Well, no but I think I could. I have a feeling, indeed, that were I presented with a long white dressing-gown and a sufficient variety of sleeves and head-dresses I could accurately represent the costume of almost any age or country. It is wonderful how much we depend upon the arrangement of our hair, and how tempting it is to allow the modern note of becomingness to dominate essential historical accuracy."

"Which stage-dress have you worn most thoroughly satisfying to your aesthetic ideals?"

Miss Collier considered a moment.

"That of Athens, in 'Ulysses.' Percy Anderson designed it for me. It had straight white draperies and a gleaming cuirass and a helmet gorgeous with crimson pendant."

"But it is modern dress?"

"Oh, in modern dress I have an especial affection for a gown of shaded purple and green chiffons, which I wore in 'The Eternal City' but really the part of my dearest delight was Naeco, in 'Oliver Twist' and she, poor dear, had no chance to respect her dress-maker. But I loved her ragged old bodice and patched skirt and shawl and battered bonnet."

"A stage picture which is impressed upon my mind for ever is the one I saw last week—Miss Brighton, as Juliet, in that wonderful blue dress, standing at the door of the tomb. Did you notice what a blue it was?"

"Is the report true that you are going into management one day?"

"Of course it is true, and of course it is untrue! What actress does not wish to, and how few of us can? I know I should like to be the head of a stock company, preaching Shakespeare all through the length and breadth of the land. I should love to play in small villages and teach the people something of the greatest philosopher, the greatest poet, the greatest psychologist who ever lived, and I should like to be able to do this regardless of any consideration of profit or expense. But that is a mere dream—at once as idle and an industrious dream."

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